



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning Transportation Committee Agenda Friday, July 30, 2010

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

- 1.0 Call to Order and Introductions** **9:30 AM**
Chris Snyder, Committee Chair
- 2.0 Agenda Changes and Announcements**
GO TO 2040 Partnership Program
- 3.0 Approval of Minutes – June 4, 2010**
ACTION REQUESTED: Approval
- 4.0 Coordinating Committee Reports (Luann Hamilton and Chris Snyder)**
The Planning Coordinating Committee and Programming Coordinating Committee have not met since the Transportation Committee's last meeting.
- 5.0 Transportation Improvement Program (TIP)**
 - a. FY 07-12 TIP Amendments and Administrative Modifications (Leroy Kos)**
TIP revisions that exceed financial amendment thresholds have been requested. The TIP amendments and administrative modifications are attached. Revisions include line items that have been awarded, moved or deleted.
ACTION REQUESTED: Approval of TIP revisions
 - b. Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Holly Ostdick)**
The CMAQ project selection committee recommends removal of two projects from the CMAQ program. The subject projects did not meet mandated deadlines. Recommendations from the CMAQ PSC's July 29th meeting may also be considered.
ACTION REQUESTED: Recommendation of withdrawal of two CMAQ projects to the MPO Policy Committee
- 6.0 GO TO 2040 Update (Bob Dean)**
Staff will provide an update on *GO TO 2040* since being released for Public Comment.
ACTION REQUESTED: Information

7.0 Update on TIGER II, Challenge Grants, and Regional Grants (Bob Dean)

Staff will provide an update on the grant programs.

ACTION REQUESTED: Information

8.0 Regional Transportation Data Analyses

Congestion management staff will present transportation system performance measure data and analyses, including recent safety and travel mode analyses. Recent reports are posted at <http://www.cmap.illinois.gov/cmp/safety.aspx> and at <http://www.cmap.illinois.gov/cmp/measurement.aspx>.

ACTION REQUESTED: Information

9.0 Congestion Pricing Study (Peter Skosey and Rocco Zucchero)

The Congestion Pricing Study has been completed. There will be a presentation regarding the study and an update to the committee on results, feedback and media.

ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

12.0 Next Meeting

The next meeting is scheduled for August 20, 2010

13.0 Adjournment

Transportation Committee Members:

_____ Charles Abraham	_____ Fran Klaas	_____ Keith Sherman
_____ Maria Choca Urban	_____ Don Kopec	_____ Peter Skosey
_____ Michael Connelly	_____ Jamy Lyne	_____ Chris Snyder*
_____ Rocky Donahue	_____ Arlene J. Mulder	_____ Steve Strains
_____ John Donovan***	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ John Fortmann	_____ Jason Osborn	_____ Paula Trigg
_____ Rupert Graham, Jr	_____ Leanne Redden**	_____ David Werner***
_____ Jack Groner	_____ Tom Rickert	_____ Ken Yunker
_____ Luann Hamilton	_____ Mike Rogers	_____ Tom Zapler
_____ Robert Hann	_____ Joe Schofer	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting



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Chicago Metropolitan Agency for Planning Transportation Committee Minutes **Draft MINUTES** June 4, 2010

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

- Members Present:** Chair Chris Snyder-DuPage County, Leanne Redden- RTA, , Brian Carlson- IDOT District One, Michael Connelly-CTA, Maria Choca-Urban-CNT, Rocky Donahue-Pace, John Donovan-FHWA, Kevin Garcia-NIRPC, Jack Groner-Metra, Robert Hann-Private Providers, Luann Hamilton-CDOT, Don Kopec-CMAP, Jamy Lyne-Will County, Arlene Mulder-Council of Mayors, Jason Osborn-McHenry County, Tom Rickert-Kane County, Keith Sherman-IDOT OP&P, Mike Sullivan-Kendall County, Vonu Thakuria-UIC, Paula Trigg-Lake County, Matthew Vitner- Cook County , David Werner-FTA, Rocco Zuccherio-Tollway,
- Members Absent:** Chuck Abraham-IDOT DPIT, Randy Neufeld-Bicycle and Pedestrian Task Force, Mike Rogers-IEPA, Joe Schofer-Northwestern, Peter Skosey-MPC, Ken Yunker-SEWRPC, Tom Zapler-Class 1 Railroads
- Others Present:** Garland Armstrong, Heather Armstrong, Kristen Bennett, Glen Campbell, Lenny Cannata, Bruce Christensen, Lynette Ciavarella, Chalen Daigle, Chris DiPalma, Kama Dobbs, Bud Fleming, Colleen Gannon, Valbona Kokoshi, Christina Kupkowski, Aimee Lee, Chad Riddle, Adam Rod, David Seglin, Vicky Smith, Chris Staron, Susan Stitt, Brian Umbright, Mike Walczak, Jan Ward, Tammy Wierciak
- Staff:** Randy Blankenhorn, Patricia Berry, Bob Dean, Teri Dixon, George Johnson, Jill Leary, Matt Maloney, Tom Murtha, Ross Patronskey, Joy Schaad, Gordon Smith

1.0 Call to Order and Introductions

9:30 AM

Chris Snyder, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

There were no changes.

3.0 Approval of the Minutes-April 23, 2010

Tom Rickert motioned for the minutes to be approved, seconded by Paula Trigg. All ayes, motion approved.

4.0 Regional Indicators

Tom Murtha presented a brief update on Regional Indicators. Mr. Murtha noted that many of the transportation system performance measures adopted as part of the 2030 Regional Transportation Plan are being carried forward into the Regional Indicators project. The committee was reminded that CMAP is collecting baseline information about the region; with indicators to help monitor the impact of implementing *GO TO 2040* recommendations.

Mr. Murtha reviewed summaries of several data items identified as performance measures or regional indicators. Examples of such data included highway performance measures such as travel time indices, planning time indices, and congested hours, each of which had shown substantial improvement over the past several years, owing to the economic circumstances. Mr. Murtha also reviewed transit on-time performance data. He pointed out the North Central Service, which had substantial investment in the 2030 RTP, and had a subsequent striking improvement in on-time performance. CMAP staff is hopeful that future plan implementation will show like positive results in indicator and performance measurement data.

5.0 Coordinating Committee Reports

The Planning Coordinating Committee met May 12, 2010. The Urban Land Institute (ULI) is defining its role to encourage effective investment in infrastructure. ULI plans to advocate for project implementation, including developing public and private finance options. The committee has scheduled an additional meeting in September to recommend approval of the final draft of the plan, since the meeting needs to occur after the public comment ends and before the MPO Policy Committee and CMAP Board meet to consider approving the plan in October. The focus of *GO TO 2040* is its 12 policy recommendations grouped into four categories: Livable Communities, Regional Mobility, Human Capital and Governance. The plan will include the recommendations for major transportation capital projects. Staff reported that several changes were made as a result of comments from stakeholders, including adding engineering of the Illiana to the fiscally constrained list, changing I-290 from managed lanes to a multi-modal corridor to reflect community consensus that transit improvement must be part of the solution and adding a recommendation that a context sensitive solution approach be used in designing the

Central Lake County Corridor. There was a preview of the website that will be implemented after the approval of the Plan in October.

On May 12, 2010, the Programming Coordinating Committee met. The State Fiscal Year 2011 Unified Work Program (UWP) was presented. It was discussed that prior to the next UWP development process; the project selection criteria will be reviewed and aligned to the *GO TO 2040* plan. There was an update on the Chicago Region Retrofit Ramp Up Program which has received a 25 million dollar grant to create a regional marketplace to improving the energy efficiency of buildings. CMAP will be administering the grant. This will be for start up costs to create information systems, financial products and workforce development. It is anticipated that the private sector will embrace and continue the program after the initial start-up. The committee was also given an update on the draft FFY 10-15 TIP and CMAP legislative initiatives.

6.0 Transportation Improvement Program

6.1 TIP Amendments and Administrative Modification

There were no public comments on the non-exempt and exempt TIP amendment and modification reports. Approval of TIP revisions was moved by Jamy Lyne seconded by Paula Trigg, the committee approved the TIP amendments. All ayes.

6.2 FFY 2010-2015 /GO TO 2040 Conformity Analysis and Proposed FFY 10-15 Transportation Improvement Program (TIP)

The conformity analyses that were prepared for the FFY 10-15 TIP and *GO TO 2040* were described. The committee was again informed of the public comment period from June 11 through August 6.

7.0 SFY 2011 UWP

The public comment period for the SFY 2011 UWP closed on May 7th and no comments were received. The committee was asked to recommend MPO Policy Committee approval of the SFY 2011 UWP. Motioned by Jack Groner and seconded by Tom Rickert, vote all ayes, the committee recommended that the MPO Policy Committee approve the SFY 2011 UWP.

8 GOTO 2040

GO TO 2040 will be released for public comment beginning on June 11 thru August 6. There will be several public meetings throughout the comment period. There will also be presentations to stakeholder groups throughout the region. All audiences will be directed to the Executive Summary which is an annotated table of contents or guide to *GO TO 2040*. It gives a brief summary of the content of all the sections within the plan. If viewing the document online, direct links to the full text are available. The committee is encouraged to focus on Challenges and Opportunities section and then read sections of interest. The bulk of *GO TO 2040* is recommendations. Sections are modular therefore there is no reason to read them in order, each chapter stands alone.

The committee discussed the treatment of major capital projects in *GO TO 2040*. Mr. Groner stated that Metra is concerned that funding for expansion projects is too low, which may limit progress on some projects that are underway. Mr. Rickert expressed similar concerns, and suggested that the plan contain more on the fiscally unconstrained projects, including a discussion of what activities could continue to occur for these projects, including active planning or ROW acquisition. Other committee members agreed with this point, particularly for fiscally unconstrained projects that have past encumbrances or have gone through a public involvement process. Staff noted that the focus of the plan is the fiscally constrained projects, but more can be added on the fiscally unconstrained projects. Mr. Groner asked if staff has met with FHWA/FTA about the disparity between handling of highway and transit projects through the federal process; staff responded that there have been e-mails but no face-to-face meeting, yet.

9 Public Comment

Heather Armstrong expressed concerns about Metra safety specifically about people running across tracks when lights are flashing. Graham Armstrong asked about the lack of sidewalks on 159th. The Armstrongs were advised that these questions can be addressed directly by contacting Metra.

10 Next Meeting

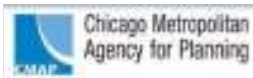
The next meeting is July 30, 2010.

11 Adjournment

Meeting adjourned at 10:25 a.m.

Transportation Committee Members

_____ Charles Abraham	_____ Fran Klaas	_____ Keith Sherman
_____ Rocky Donahue	_____ Don Kopec	_____ Peter Skosey
_____ Maria Choco Urban	_____ Jamy Lyne	_____ Chris Snyder*
_____ Michael Connelly	_____ Arlene J. Mulder	_____ Steve Strains
_____ John Donovan***	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ John Fortmann	_____ Jason Osborn	_____ Paula Trigg
_____ Rupert Graham, Jr	_____ Leanne Redden**	_____ David Werner***
_____ Jack Groner	_____ Tom Rickert	_____ Ken Yunker
_____ Luann Hamilton	_____ Mike Rogers	_____ Tom Zapler
_____ Robert Hann	_____ Joe Schofer	_____ Rocco Zuccherro
_____ *Chair	_____ **Vice-Chair	_____ ***Non-voting



Non-Exempt Amendment

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-09-0005	DuPage Council of Mayors	Del Non-Exempt		\$0		
COUNTY FARM RD/ARMY TRAIL RD FROM SCHICK RD/GREEN RD (DUPAGE) TO BIRCHBARK TR/84TH CT (DUPAGE) COMBINED WITH 08-09-0004						
Completion Year: 2010						
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING				
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost
		CMAQ	CONSTRUCTION	CMAQ A	0	0
		COMBINED WITH 08-09-0004				

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
06-09-0056	IDOT District 1 Division of Highways	Cost Threshold	\$57360	\$59280	\$ 1920	3.35%	
US 45 LAGRANGE RD FROM 131ST ST (COOK/Orland Hills) TO 179TH ST (COOK/Tinley Park)							
Completion Year Before Revision: 2013							
Completion Year After Revision: 2013							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	ENGINEERING-II	10	2850		1-75112-0102
		ILL	ROW ACQUISITION	11	17200		1-75112-0103
		ILL	ENGINEERING-II	11	2850		1-75112-0112
		ILL	ROW ACQUISITION	10	1700		1-75112-0113
		ILL	ROW ACQUISITION	10	450		1-75112-0120
		ILL	ENGINEERING	12	6770		1-75112-0123
		ILL	ENGINEERING	13	1000		1-75112-1123
		NHS	CONSTRUCTION	11	53900	43120	1-75112-0100
		HPP	CONSTRUCTION	11	1000	800	1-75112-0100
		NHS	CONSTRUCTION	10	16800	13440	1-75112-0200
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	ENGINEERING-II	10	2850		1-75112-0102
		ILL	ROW ACQUISITION	11	17200		1-75112-0103
		ILL	ENGINEERING-II	11	3665		1-75112-0112
		ILL	ROW ACQUISITION	10	1700		1-75112-0113
		ILL	ROW ACQUISITION	10	450		1-75112-0120
		ILL	ENGINEERING	12	6770		1-75112-0123
		ILL	ENGINEERING	13	1000		1-75112-1123
		NHS	CONSTRUCTION	11	53900	43120	1-75112-0100
		HPP	CONSTRUCTION	11	1000	800	1-75112-0100
		NHS	CONSTRUCTION	10	16800	13440	1-75112-0200
		ILL	ENGINEERING	11	1680		1-75112-2123
		NHS	CONSTRUCTION	10	2400	1920	1-75112-0201

Gray Financial Data Records are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)

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Exempt Amendment

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
01-06-0019	IDOT District 1 Division of Highways	Phases Changed	\$0		\$3330		\$ 3330	
Before Revision: I- 94 EDENS EXPY FROM ELSTON AVE (COOK/CHICAGO)								
After Revision: I- 94 EDENS EXPY FROM ELSTON AVE (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE SAFETY - LIGHTING						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION		10	1630	0	1755140100
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		I-M	CONSTRUCTION		10	3700	3330	1-75514-0100
		ILL	ENGINEERING-II		10	500	0	1-75514-0110

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
01-06-0022	IDOT District 1 Division of Highways	Phases Changed	\$5454		\$3754		\$ -1700	-31.17%
I- 94 BISHOP FORD EXPY FROM COTTAGE GROVE RD (COOK)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE						
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE						
Financial Data Before Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		I-M	CONSTRUCTION		10	5700	5130	1-77429-0000
		I-M	CONSTRUCTION		10	360	324	1-77429-0002/B&B FABRICATION
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		I-M	CONSTRUCTION		10	4220	3376	1-77429-0000
		I-M	CONSTRUCTION		10	420	378	1-77429-0002/B&B FABRICATION
		ILL	ENGINEERING-II		10	600	0	1-77429-0200

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
01-10-0030	IDOT District 1 Division of Highways	New Exempt			\$772			
LAWRENCE AVE FROM DES PLAINES RIVER RD (COOK/Chicago) TO CUMBERLAND AVE (COOK/Chicago)								
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		11	1045	772	1769980001

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
01-10-0031	IDOT District 1 Division of Highways	New Exempt			\$2561			
FULLERTON AVE FROM SACRAMENTO AVE (COOK/Chicago) TO ORCHARD ST (COOK/Chicago)								
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		11	3201	2561	1781380000

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
01-10-0032	IDOT District 1 Division of Highways	New Exempt			\$54			
Completion Year: Unspecified								
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision		Fund Source	Project Phase		FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION		12	67	54	1749080000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0033	IDOT District 1 Division of Highways	New Exempt		\$456			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	820	456	1001300000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0034	IDOT District 1 Division of Highways	New Exempt		\$1600			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	2000	1600	1774810000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0035	IDOT District 1 Division of Highways	New Exempt		\$251			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	364	251	1749260000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0036	IDOT District 1 Division of Highways	New Exempt		\$192			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	240	192	1767580000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-10-0037	IDOT District 1 Division of Highways	New Exempt		\$220			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	275	220	1774930000
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-08-0004	IDOT District 1 Division of Highways	Phases Changed	\$0	\$0	\$ 0		
Before Revision: IL 58 GOLF RD FROM SHERMER RD (COOK/MORTON GROVE)							
After Revision: IL 58 GOLF RD FROM SHERMER RD (COOK)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1500	0	(250 LOCAL, 1250 ILL)
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	1155	0	1-77252-0000
		ILL	ROW ACQUISITION	10	175		1-77252-0512
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
02-10-0019	IDOT District 1 Division of Highways	New Exempt		\$240			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	400	240	1701000000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
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02-10-0020	IDOT District 1 Division of Highways	New Exempt		\$1380		
Completion Year: Unspecified						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	11	1740	1380	1701070000
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
02-10-0021	IDOT District 1 Division of Highways	New Exempt		\$200		
Completion Year: Unspecified						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	250	200	1701080000
<hr/>						
Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
02-10-0022	IDOT District 1 Division of Highways	New Exempt		\$280		
Completion Year: Unspecified						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	350	280	1780300000
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-00-0108	Northwest Council of Mayors	Phases Changed	\$1957	\$1960	\$ 3	0.15%
SCHAUMBURG RD FROM BARRINGTON RD (COOK)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION						
Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION						
Financial Data Before Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	11	2111	1689	
	CMAQ	ENGINEERING-II	10	335	268	
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	11	4930	610	
	CMAQ	ENGINEERING-II	10	335	268	
	CMAQ	ROW ACQUISITION	10	1352	1082	
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0026	Northwest Council of Mayors	New Exempt		\$809		
Springinguth Rd FROM Wise Rd (COOK/Schaumburg) TO Schaumburg Rd (COOK/Schaumburg)						
Completion Year: Unspecified						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1155	809	
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0029	IDOT District 1 Division of Highways	New Exempt		\$88		
IL 58 GOLF RD FROM E OF COLLEGE DR (COOK/Des Plaines) TO W OF EAST RIVER RD/BENDER DR (COOK/Des Plaines)						
Completion Year: Unspecified						
Project Work Types After Revision: SAFETY - PAVEMENT MARKING MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data After Revision						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	11	110	88	1778820000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0030 IDOT District 1 Division of Highways IL 21 MILWAUKEE AVE FROM IL 58 AT GOLF RD (COOK) TO AT GREENWOOD RD (COOK) Completion Year: Unspecified	New Exempt		\$440		
Project Work Types After Revision:	SIGNALS - MODERNIZATION				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	HSIP	CONSTRUCTION	11	550	440
					Segment 1778810000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0034 IDOT District 1 Division of Highways Completion Year: Unspecified	New Exempt		\$200		
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	STP-U	CONSTRUCTION	12	250	200
					Segment 1777840000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0035 IDOT District 1 Division of Highways Completion Year: Unspecified	New Exempt		\$520		
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	STP-U	CONSTRUCTION	12	650	520
					Segment 1780480000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0036 IDOT District 1 Division of Highways Completion Year: Unspecified	New Exempt		\$0		
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	ILL	CONSTRUCTION	12	700	
					Segment 1782630000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-10-0037 IDOT District 1 Division of Highways Completion Year: Unspecified	New Exempt		\$0		
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	ILL	CONSTRUCTION	12	300	
					Segment 1782620000
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0021 North Central Council of Mayors Completion Year: 2012	New Exempt		\$1120		
Project Work Types After Revision:	HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	STP-L	CONSTRUCTION	12	1400	1120
					Segment
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0022 North Central Council of Mayors Completion Year: Unspecified	New Exempt		\$598		
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	STP-L	CONSTRUCTION	12	747	598
					Segment

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0023 North Central Council of Mayors	New Exempt		\$598		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	13	747	598
<hr/>					
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0024 North Central Council of Mayors	New Exempt		\$608		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	12	760	608
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0025 North Central Council of Mayors	New Exempt		\$3100		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CURB AND GUTTER					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	12	3875	3100
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0026 North Central Council of Mayors	New Exempt		\$264		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	12	330	264
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0027 North Central Council of Mayors	New Exempt		\$972		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	11	1215	597
	TCSP	CONSTRUCTION	11	1215	375
<hr/>					
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0028 IDOT District 1 Division of Highways	New Exempt		\$286		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	408	286
<hr/>					
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0029 IDOT District 1 Division of Highways	New Exempt		\$220		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	275	220
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0030 IDOT District 1 Division of Highways	New Exempt		\$176		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	275	176 1700600000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0031 IDOT District 1 Division of Highways	New Exempt		\$320		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	400	320 1771510600

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0032 IDOT District 1 Division of Highways	New Exempt		\$314		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	393	314 1780380000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0033 IDOT District 1 Division of Highways	New Exempt		\$326		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	408	326 1700590000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0034 North Central Council of Mayors	New Exempt		\$851		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-L	CONSTRUCTION	11	1098	768
	STP-L	ENGINEERING-II	11	118	83

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-05-0001	IDOT District 1 Division of Highways	Phases Changed	\$30060	\$26137	\$ -3923	-13.05%	
Before Revision: I- 55 STEVENSON EXPY FROM CENTRAL AV (COOK) ALSO STICKNEY							
After Revision: I- 55 STEVENSON EXPY FROM CENTRAL AV & RAMPS (COOK) ALSO STICKNEY							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		INTERCHANGE - RECONSTRUCTION BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE					
Project Work Types After Revision:		INTERCHANGE - RECONSTRUCTION BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE SAFETY - LIGHTING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	CONSTRUCTION	10	18450	14760	1-74683-0100; CENTRAL AV/RAMPS
		I-M	CONSTRUCTION	10	10000	9000	1-74683-0100;CENTRAL AV/RAMPS
		I-M	CONSTRUCTION	10	7000	6300	1-74683-0113 (FABRICATION)
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	CONSTRUCTION	11	11080	8864	1-74683-0100; CENTRAL AV/RAMPS
		I-M	CONSTRUCTION	11	10000	9000	1-74683-0100;CENTRAL AV/RAMPS
		I-M	CONSTRUCTION	10	7370	6633	1-74683-0113 (FABRICATION)
		BRR	ENGINEERING	11	1025	820	1-74683-0103
		BRR	ENGINEERING	11	1025	820	1-74683-0104
		ILL	ENGINEERING-II	11	826		1-74683-0120

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
05-10-0008 IDOT District 1 Division of Highways	New Exempt		\$192		

Completion Year: Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-U	CONSTRUCTION	12	240	192	1780400000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
05-10-0009 IDOT District 1 Division of Highways	New Exempt		\$484		

Completion Year: Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-U	CONSTRUCTION	12	705	484	1771400000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
05-10-0010 IDOT District 1 Division of Highways	New Exempt		\$262		

Completion Year: Unspecified**Project Work Types After Revision:**

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-U	CONSTRUCTION	12	328	262	1780390000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-01-0004 CMAP Deletion			\$286		
79th St Ped Fac FROM 88th Ave (COOK/Justice) TO Roberts Rd (COOK/Justice)					

Completion Year: Unspecified**Project Work Types After Revision:**

PEDESTRIAN FACILITY

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CMAQ	CONSTRUCTION	10	343	286	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-01-0004 CMAP Deletion			\$286		
79th St Ped Fac FROM 88th Ave (COOK/Justice) TO Roberts Rd (COOK/Justice)					

Completion Year: Unspecified**Project Work Types After Revision:**

PEDESTRIAN FACILITY

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CMAQ	CONSTRUCTION	10	343	286	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-06-0016 Southwest Council of Mayors	Phases Changed	\$3544	\$3280	\$ -264	-7.45%

Before Revision: IL 43 HARLEM AVE FROM 63RD ST (COOK) TO 183RD ST (COOK)**After Revision:** IL 43 HARLEM AVE FROM FAU 1524 65th Street (COOK) TO College Drive/Cal Sag Road (COOK) 07-00055-00-LS Location -Harlem Ave. of Limits College Drive/**Completion Year Before Revision:** Unspecified**Completion Year After Revision:** Unspecified**Project Work Types Before Revision:**ENHANCEMENT - LANDSCAPING
MISCELLANEOUS - EXEMPT PROJECTS**Project Work Types After Revision:**ENHANCEMENT - LANDSCAPING
MISCELLANEOUS - EXEMPT PROJECTS**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
HPP	CONSTRUCTION	09	4100	3280	INCLUDES E3
HPP	ENGINEERING-II	09	330	264	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
HPP	CONSTRUCTION	09	2425	1940	
HPP	CONSTRUCTION	11	286	229	Includes E3
HPP	CONSTRUCTION	12	1389	1111	Balance of HBill 3462 after Nov.11 Letting

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-06-0057 IDOT Office of Planning & Programming	Phases Changed	\$1581	\$1581	\$ 0	0%

Before Revision: PED FAC-BRIDGEVIEW-PEDESTRIAN BRIDGE FROM OVER CSX RR (COOK) 175 FEET NORTH OF 71ST ST

After Revision: IL IL43 Harlem Avenue FROM FAU 1537 71st Street (COOK) 93rd Street 175 FEET NORTH OF 71ST ST

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: PEDESTRIAN FACILITY

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	IMPLEMENTATION	10	1976	1581	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-E	CONSTRUCTION	10	1084	868	Includes E3
	EnRA	CONSTRUCTION	10	892	713	includes E3

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-10-0011 Southwest Council of Mayors	New Exempt		\$284		

Cal-Sag Trail Signage & Wayfinding FROM IL43/Cal-Sag Channel Burnham IL43 & Cal-Sag Channel (at the existing Centennial Bike Trail) to Burnham

Completion Year: 2011

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	TCSP	ENGINEERING-I	10	145	116	
	TCSP	ENGINEERING-II	11	79	63	
	TCSP	IMPLEMENTATION	11	131	105	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-10-0019 IDOT District 1 Division of Highways	New Exempt		\$1040		

MCCARTHY RD FROM AT WALKER RD (COOK)

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	1300	1040	1775800000
	ILL	ROW ACQUISITION	11	300		1775801000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-10-0023 IDOT District 1 Division of Highways	New Exempt		\$448		

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	560	448	1773380000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-10-0024 IDOT District 1 Division of Highways	New Exempt		\$320		

Completion Year: Unspecified

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	12	400	320	1779830000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-06-0060	IDOT District 1 Division of Highways	Phases Changed	\$877	\$877	\$ 0	0%	
HARLEM AVE FROM 175TH AND AT HICKORY ST (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE) SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION					
Project Work Types After Revision:		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE) SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	IMPLEMENTATION	10	860	427	
		HSIP	IMPLEMENTATION	10	500	450	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	IMPLEMENTATION	10	860	427	
		HSIP	IMPLEMENTATION	10	500	450	
		ILL	CONSTRUCTION	10	50	50	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0033	South Council of Mayors	New Exempt		\$3418			
FAU 1622 Pulaski Road/183rd Street AT Intersection Improvement at 183rd Street and Pulaski Road							
Completion Year:		Unspecified					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ENGINEERING-II	11	370	259	
		STP-L	ROW ACQUISITION	11	510	357	
		STP-L	CONSTRUCTION	13	4003	2802	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0047	IDOT District 1 Division of Highways	New Exempt		\$2000			
Completion Year:		Unspecified					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		NHS	CONSTRUCTION	12	2500	2000	1779730000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0048	IDOT District 1 Division of Highways	New Exempt		\$260			
Completion Year:		Unspecified					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	325	260	1781280000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0049	IDOT District 1 Division of Highways	New Exempt		\$680			
Completion Year:		Unspecified					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	850	680	177970000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
07-10-0050	IDOT District 1 Division of Highways	New Exempt		\$580			
Completion Year:		Unspecified					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-U	CONSTRUCTION	12	725	580	1767130000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0051 IDOT District 1 Division of Highways	New Exempt		\$640		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	800	640
					1779720000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0052 IDOT District 1 Division of Highways	New Exempt		\$384		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	480	384
					1771290500

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0053 IDOT District 1 Division of Highways	New Exempt		\$960		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	1200	960
					1767140000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0054 IDOT District 1 Division of Highways	New Exempt		\$1080		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	1350	1080
					1779760000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0055 IDOT District 1 Division of Highways	New Exempt		\$1200		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	Alternatives Analysis	12	1500	1200
					1767090000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-10-0056 IDOT District 1 Division of Highways	New Exempt		\$640		
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	CONSTRUCTION	12	800	640
					1779710000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-94-0024 South Council of Mayors	New Exempt		\$352625		
FAU 1636 Richton Road FROM FAU 2887 Union Avenue (WILL/Crete) TO I- I-394 I-394 (WILL/Crete)					
Completion Year: 2012					
Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Segment
	STP-U	ENGINEERING-II	11	440782	352625
	OTH	CONSTRUCTION	12		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-06-0022	DuPage Council of Mayors	New Exempt	\$306			
FAU 1426 Madison St. FROM Addison Ave. (DUPAGE/Villa Park) TO IL 83 IL 83 (DUPAGE/Villa Park)						
Completion Year: Unspecified						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	28	19	
	STP-L	CONSTRUCTION	07	410	287	Awarded

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change	
08-06-0052	CMAQ	Phases Changed	\$351	\$379		\$ 28	7.98%	
Before Revision: MILL RD BRIDGE SIDEWALK PROJECT FROM (DUPAGE)								
After Revision: MILL RD FROM EDGERING DR. (DUPAGE) MARY JANE LN. MILL RD. BRIDGE SW OVER I-290								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:			PEDESTRIAN FACILITY					
Project Work Types After Revision:			PEDESTRIAN FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	427	345	
			CMAQ	ENGINEERING-II	10	7	6	REMAINDER
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	CONSTRUCTION	10	474	379	Includes construction engineering

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-10-0030	IDOT District 1 Division of Highways	New Exempt		\$0			
Completion Year: Unspecified							
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	15	20000		1778650100
		ILL	ENGINEERING	MYB	3000		1778650200
		ILL	ENGINEERING-I	11	750		1778650300
		ILL	ENGINEERING-I	12	1750		1778650310
		ILL	ENGINEERING-II	MYB	2000		1778650400
		ILL	ROW ACQUISITION	MYB	500		1778650511

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0026	IDOT District 1 Division of Highways	New Exempt	\$648			
VARIOUS FROM AT VARIOUS LOCATIONS IN LAKE CO (LAKE)						
Completion Year: Unspecified						
Project Work Types After Revision:		SAFETY - GUARDRAILS				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	12	810	648	1778830000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-10-0027	IDOT District 1 Division of Highways	New Exempt	\$252			
IL 173 ROSECRANS RD FROM DEEP LAKE RD (LAKE/Antioch) TO W OF HUNT CLUB RD (LAKE/Old Mill Creek)						
Completion Year: Unspecified						
Project Work Types After Revision:		SAFETY - SHOULDER IMPROVEMENTS SAFETY - PAVEMENT MARKING SAFETY - GUARDRAILS MISCELLANEOUS - EXEMPT PROJECTS				
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	11	315	252	1778780000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-98-0033 IDOT District 1 Division of Highways IL 173 FROM OVER BOAT CHANNELS (LAKE) WEST OF IL 59; ALSO ANTIOCH TWP	Phases Changed	\$1600	\$0	\$ -1600	-100%	
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHS	CONSTRUCTION	10	2000	1600	1-75701-0100
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	2000		1-75701-0100
	ILL	CONSTRUCTION	10	365		1-75701-0200
	ILL	CONSTRUCTION	10	600		1-75701-0500
	ILL	ENGINEERING-II	10	250		1-75701-0103

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-09-0113	IDOT District 1 Division of Highways	Phases Changed	\$0	\$0	\$ 0	
WEST RIVER RD FROM OVER TRIBUTARY TO KANKAKEE RIVER (0.1 MI N OF ILL 113) (WILL) CULVERT						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		BRIDGE/STRUCTURE - REPLACE				
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE				
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost
		ILL	CONSTRUCTION	10	500	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost
		ILL	CONSTRUCTION	10	620	
		ILL	ROW ACQUISITION	10	25	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-10-0025 IDOT District 1 Division of Highways	New Exempt		\$0		
1) DIVISION ST 2) MAIN ST FROM 1) COAL CITY RD TO MAIN ST (WILL/Braidwood) TO 2) FRONT ST TO REED ST (WILL/Braidwood)					
Completion Year: Unspecified					
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
	ILL	CONSTRUCTION	11	800	
					Segment

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-10-0026	IDOT District 1 Division of Highways	New Exempt		\$640			
US 52 IL 53 FROM PATTERSON RD (WILL/Joliet) TO US 52 DORRIS AVE (WILL)							
Completion Year: Unspecified							
Project Work Types After Revision:		SAFETY - LIGHTING SIGNALS - MODERNIZATION MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HSIP	CONSTRUCTION	12	800	640	1778850000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
12-10-0027 IDOT District 1 Division of Highways I- 55 FROM GRUNDY CO LINE (WILL/Channahon) US 6 (WILL)	New Exempt		\$320			
Completion Year: Unspecified						
Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HSIP	CONSTRUCTION	13	400	320	1778840000

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
13-10-0006	CMAP Deletion		\$4680				
Diesel Retrofits AT							
Completion Year: Unspecified							
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS ROLLING STOCK - REHABILITATE VEHICLES					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	IMPLEMENTATION	CMAQ A	2808	2340	
		CMAQ	IMPLEMENTATION	CMAQ A	2808	2340	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-10-0010	CTA New Exempt		\$0				
CTA - 044.001 BUS STOP CONSTRUCTION AT							
Completion Year: Unspecified							
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		RTA	IMPLEMENTATION	10	5000	0	RTA BOND
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0001	Metra New Exempt		\$392				
Berwyn Station FROM (COOK/Berwyn) Metra Area between Berwyn Station and the intermodal transit facility in Berwyn on the Metra BNSF line							
Completion Year: Unspecified							
Project Work Types After Revision:		MULTI-MODAL CENTER - MAINTAIN, REHABILITATE, REPLACE RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309C	IMPLEMENTATION	10	392	392	4492

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Non-Exempt Modification

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
06-04-0012	Southwest Council of Mayors	Modification	\$1379	\$1175	\$ -204	-14.79%	
IL 43 HARLEM AVE FROM 90TH ST (COOK/Bridgeview) TO 91ST ST (COOK)							
Completion Year Before Revision: 2011							
Completion Year After Revision: 2011							
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION					
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	11	1970	1379	INCLUDES E3
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	11	1970	1175	INCLUDES E3

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-97-0040	Illinois State Toll Highway Authority	Modification	\$0		\$0	\$ 0	
I- 94 294 TRI-STATE TOLLWAY FROM RUSSELL RD (LAKE) TO BALMORAL AVE (COOK) MP 69.8-40.0							
Completion Year Before Revision: 2012							
Completion Year After Revision: 2012							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		TOLL	CONSTRUCTION	09	1200	0	5418 - LAKE COOK RD TO DUNDEE RD
		TOLL	CONSTRUCTION	09	1404	0	5416 - TOWNLINE RD TO HALF DAY RD
		TOLL	CONSTRUCTION	09	2700	0	5414 - GRAND AVE TO TOWNLINE RD
		TOLL	CONSTRUCTION	11	359	0	E3; 5430 - HALF DAY RD TO EDENS SPUR
		TOLL	CONSTRUCTION	09	783	0	5412
		TOLL	CONSTRUCTION	09	950	0	5413
		TOLL	CONSTRUCTION	12	121	0	E3; 5430; H-RS FOR HALF-DAY TO EDENS SPUR
		TOLL	CONSTRUCTION	12	8050	0	E3; 5430; H-RS FOR HALF-DAY TO EDENS SPUR
		TOLL	CONSTRUCTION	09	2532	0	5419 - WILLOW TO DEMPSTER
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		TOLL	CONSTRUCTION	09	1200	0	5418 - LAKE COOK RD TO DUNDEE RD
		TOLL	CONSTRUCTION	09	1404	0	5416 - TOWNLINE RD TO HALF DAY RD
		TOLL	CONSTRUCTION	09	2700	0	5414 - GRAND AVE TO TOWNLINE RD
		TOLL	CONSTRUCTION	11	359	0	E3; 5430 - HALF DAY RD TO EDENS SPUR
		TOLL	CONSTRUCTION	09	783	0	5412
		TOLL	CONSTRUCTION	09	950	0	5413
		TOLL	CONSTRUCTION	12	121	0	E3; 5430; H-RS FOR HALF-DAY TO EDENS SPUR
		TOLL	CONSTRUCTION	12	8050	0	E3; 5430; H-RS FOR HALF-DAY TO EDENS SPUR
		TOLL	CONSTRUCTION	09	2532	0	5419 - WILLOW TO DEMPSTER

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
16-08-0009	CTA Modification	\$7440	\$1500	\$ -5940	-79.84%

CTA - 194.007 CIRCLE LINE AT SEE RTP 01-02-9021

Completion Year Before Revision: 2030

Completion Year After Revision: 2030

Project Work Types Before Revision: RAIL LINE - EXTEND LINE

Project Work Types After Revision: RAIL LINE - EXTEND LINE

Financial Data Before
Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
5309A	IMPLEMENTATION	10	5940	5940	FY09 NS PENDING

SB	IMPLEMENTATION	MYB	639230	0	SB- OUTYEAR
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5309A	IMPLEMENTATION	10	1500	1500	NEW START
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5307	IMPLEMENTATION	MYB	284102	284102	FTA- OUTYEAR
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Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
SB	IMPLEMENTATION	MYB	639230	0	SB- OUTYEAR

5309A	IMPLEMENTATION	10	1500	1500	NEW START
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5307	IMPLEMENTATION	MYB	284102	284102	FTA- OUTYEAR
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Exempt Modification

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-00-0059 Chicago Department of Transportation	Change	\$321080	\$325080	\$ 4000	1.25%
WACKER DR (NORTH/SOUTH) FROM RANDOLPH ST (COOK) TO CONGRESS PKWY (COOK)					

Completion Year Before Revision: 2012

Completion Year After Revision: 2012

Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	CONSTRUCTION	11	110000	88000	1-20079-0110
	ILL	ENGINEERING-II	10	11000	1020	1-20079-0200
	ILL	ENGINEERING	11	12000	0	1-20079-0210
	BRR	CONSTRUCTION	12	110000	88000	1-20079-0120
	ILL	ENGINEERING	12	12000	0	1-20079-0220
	STP-L	CONSTRUCTION	10	45750	36600	Wacker @ Congress Interchange
	ILL	CONSTRUCTION	10	30400	0	Wacker @ Congress Interchange
	HPPLU	CONSTRUCTION	10	23000	18400	Advance Utility
	ILL	CONSTRUCTION	10	1600	0	Advance Utility
	HPPLU	ROW ACQUISITION	10	2500	2000	Randolph to Congress
	BRR	CONSTRUCTION	10	105000	84000	1-20079-0100
	BRR	ENGINEERING-II	10	5100	4080	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	CONSTRUCTION	11	110000	88000	1-20079-0110
	ILL	ENGINEERING-II	10	11000	1020	1-20079-0200
	ILL	ENGINEERING	11	12000	0	1-20079-0210
	BRR	CONSTRUCTION	12	110000	88000	1-20079-0120
	ILL	ENGINEERING	12	12000	0	1-20079-0220
	STP-L	CONSTRUCTION	10	45750	36600	Wacker @ Congress Interchange
	ILL	CONSTRUCTION	10	30400	0	Wacker @ Congress Interchange
	HPPLU	CONSTRUCTION	10	23000	18400	Advance Utility
	ILL	CONSTRUCTION	10	2600	0	Advance Utility
	HPPLU	ROW ACQUISITION	10	2500	2000	Randolph to Congress
	BRR	CONSTRUCTION	10	105000	84000	1-20079-0100
	BRR	ENGINEERING-II	10	5100	4080	
	BRR	CONSTRUCTION	10	5000	4000	Advance Utility

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-01-0006 Chicago Department of Transportation	Change	\$13100	\$10392	\$ -2708	-20.67%
LASALLE ST FROM Clark Street (COOK) TO US 41 LAKE SHORE DRIVE (NORTH) (COOK)					

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	10	35	0	
	LRA	CONSTRUCTION	10	13100	13100	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	10	35	0	
	LRA	CONSTRUCTION	10	10392	10392	

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
01-08-0002	CMAQ	Change	\$2640	\$2640	\$ 0	0%		
BLOOMINGDALE TRAIL FROM RIDGEWAY AVE (COOK) TO I- 90 94 KENNEDY EXPRESSWAY (COOK)								
Completion Year Before Revision:		Unspecified						
Completion Year After Revision:		Unspecified						
Project Work Types Before Revision:			BICYCLE FACILITY					
Project Work Types After Revision:			BICYCLE FACILITY					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	CMAQ A	1500	1200	
			CMAQ	ENGINEERING-II	CMAQ A	1800	1440	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			CMAQ	ENGINEERING-I	10	2700	2160	
			CMAQ	ENGINEERING-II	10	600	480	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-10-0013	IDOT District 1 Division of Highways	Change	\$1680	\$816	\$ -864	-51.43%
ADDISON AVE FROM KEDZIE AVE (COOK/Chicago) TO DAMEN AVE (COOK/Chicago)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	2100	1680	1-74905-0000
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-U	CONSTRUCTION	10	1020	816	1-74905-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-98-0017	Chicago Department of Transportation	Change	\$8720	\$10053	\$ 1333	15.29%
Citywide FROM various (COOK/Chicago) TO various (COOK/Chicago)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		BRIDGE/STRUCTURE - PAINT				
Project Work Types After Revision:		BRIDGE/STRUCTURE - PAINT				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	IMPLEMENTATION	10	900	720	Contract A (FY09 carryover)
	STP-L	IMPLEMENTATION	10	2245	1796	Contract B (FY08 carryover)
	STP-L	IMPLEMENTATION	10	1600	1280	Contract B (FY09 carryover)
	STP-L	IMPLEMENTATION	11	1250	1000	Contract A
	STP-L	IMPLEMENTATION	11	1250	1000	Contract B
	STP-L	IMPLEMENTATION	12	1250	1000	Contract A
	STP-L	IMPLEMENTATION	12	1250	1000	Contract B
	STP-L	IMPLEMENTATION	10	1155	924	Contract A (FY08 carryover)
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	IMPLEMENTATION	11	1161	1161	Contract A (E6106)
	STP-L	IMPLEMENTATION	10	2245	1796	Contract B (FY08 carryover)
	LRA	IMPLEMENTATION	11	2172	2172	Contract B (E9101)
	STP-L	IMPLEMENTATION	11	1250	1000	Contract A
	STP-L	IMPLEMENTATION	11	1250	1000	Contract B
	STP-L	IMPLEMENTATION	12	1250	1000	Contract A
	STP-L	IMPLEMENTATION	12	1250	1000	Contract B
	STP-L	IMPLEMENTATION	10	1155	924	Contract A (FY08 carryover)

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-98-0038 Chicago Department of Transportation CITYWIDE - CHICAGO - VARIOUS LOCS FROM (COOK) (COOK)	Change	\$141219	\$129240	\$ -11979	-8.48%

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
MISCELLANEOUS - EXEMPT PROJECTS
ADA - FACILITY IMPROVEMENTS

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
MISCELLANEOUS - EXEMPT PROJECTS
ADA - FACILITY IMPROVEMENTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	42000	33600	AR 51, 52, 53 & 54
	STP-L	ENGINEERING	10	2700	2160	
	LRA	CONSTRUCTION	09	10100	10100	AR 47
	LRA	CONSTRUCTION	09	7027	7027	AR 48
	LRA	CONSTRUCTION	09	11128	11128	AR 49
	LRA	CONSTRUCTION	09	5419	5419	AR 50
	STP-L	CONSTRUCTION	11	41494	33195	AR 55, 56, 57, 58
	LRA	CONSTRUCTION	10	19390	19390	ADA Facility Imp AR 47, 48, 49, 50
	STP-L	CONSTRUCTION	13	24000	19200	AR 59, 60, 61, 62
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	42000	33600	AR 51, 52, 53 & 54
	STP-L	ENGINEERING	10	2700	2160	
	LRA	CONSTRUCTION	09	9500	9500	AR 47
	LRA	CONSTRUCTION	09	5850	5850	AR 48
	LRA	CONSTRUCTION	09	9170	9170	AR 49
	LRA	CONSTRUCTION	09	3635	3635	AR 50
	STP-L	CONSTRUCTION	11	3986	3189	AR 55
	LRA	CONSTRUCTION	10	11708	11708	ADA Facility Imp AR 47, 48, 49, 50
	STP-L	CONSTRUCTION	13	24000	19200	AR 59, 60, 61, 62
	LRA	CONSTRUCTION	11	3144	3144	AR 55
	LRA	CONSTRUCTION	11	3144	3144	AR 56
	LRA	CONSTRUCTION	11	3144	3144	AR 57
	LRA	CONSTRUCTION	11	3144	3144	AR 58
	STP-L	CONSTRUCTION	11	8214	6571	AR 56
	STP-L	CONSTRUCTION	11	6304	5043	AR 57
	STP-L	CONSTRUCTION	11	8797	7038	AR 58

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-98-0059 IDOT District 1 Division of Highways I- 90 94 DAN RYAN EXPY FROM ROOSEVELT RD AT UNION AVE (COOK) PUMP STATION 26	Change	\$0	\$0	\$ 0	

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: MISCELLANEOUS - EXEMPT PROJECTS

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	4130		1-75784-0100
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	10	4130		1-75784-0100
	ILL	CONSTRUCTION	11	100		1757840104

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
01-98-0070	Chicago Department of Transportation	Change	\$6193	\$6193	\$ 0	0%	
FAU Chicago Avenue FROM FAU Laramie (COOK) TO FAU Grand Avenue (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) PEDESTRIAN FACILITY SAFETY - LIGHTING					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) PEDESTRIAN FACILITY SAFETY - LIGHTING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	09	10500	0	Laramie to Grand
		LRA	CONSTRUCTION	09	5753	5753	Laramie to Grand
		STP-L	ENGINEERING-II	10	550	440	Laramie to Grand
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	10500	0	Laramie to Grand
		LRA	CONSTRUCTION	09	5753	5753	Laramie to Grand
		STP-L	ENGINEERING-II	10	550	440	Laramie to Grand

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-08-0006	IDOT District 1 Division of Highways	Change	\$0	\$1360	\$ 1360		
Before Revision: IL 62 ALGONQUIN RD FROM SALT CREEK .7 M E OF IL 53 (COOK/ROLLING MEADOWS)							
After Revision: IL 62 ALGONQUIN RD FROM SALT CREEK .7 M E OF IL 53 (COOK)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILL	CONSTRUCTION	10	600	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		BRR	CONSTRUCTION	10	1700	1360	1-77422-0000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-09-0052	Northwest Council of Mayors	Change	\$2188	\$2321	\$ 133	6.08%	
IL 62 Algonquin Rd FROM IL 53 (COOK/Rolling Meadows) TO Arlington Heights Rd (COOK/Arlington Heights) Includes new lighting on Golf Rd (Arlington Heights)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		SAFETY - LIGHTING					
Project Work Types After Revision:		SAFETY - LIGHTING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	3125	2188	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	1916	1341	INCLUDES E3
		LRA	CONSTRUCTION	10	980	980	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-09-0053	Northwest Council of Mayors	Change	\$700	\$795	\$ 95	13.57%	
Biesterfield Rd FROM I- 290 (COOK/Elk Grove Village)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	1000	700	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	764	481	INCLUDES E3
		LRA	CONSTRUCTION	10	314	314	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-09-0054 Northwest Council of Mayors	Change	\$1320	\$1320	\$ 0	0%

Before Revision: Palatine Rd FROM Huntington Rd (COOK/Hoffman Estates) TO Thornbark Dr (COOK/Hoffman Estates)

After Revision: Palatine Rd FROM Huntington Blvd (COOK/Hoffman Estates) TO Haman Rd (COOK/Hoffman Estates)

Completion Year Before Revision: 2011

Completion Year After Revision: 2011

Project Work Types Before Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1892	1320	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1892	1320	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
04-00-0014	North Central Council of Mayors	Change	\$1249	\$1249	\$ 0	0%	
FAU 3533 FRANKLIN AVE FROM FAU 0362 County Line Road (COOK) TO Ruby Street (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - CURB AND GUTTER SAFETY - PAVEMENT MARKING HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - CURB AND GUTTER SAFETY - PAVEMENT MARKING HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - RECONSTRUCT IN KIND					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ENGINEERING-II	10	91	64	
		STP-L	CONSTRUCTION	10	11600	1185	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	ENGINEERING-II	10	91	64	
		STP-L	CONSTRUCTION	10	2900	1185	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-06-0005	Central Council of Mayors	Change	\$3200	\$3200	\$ 0	0%	
INTERSECTIONS FROM IL 171 1ST AVE & 31ST ST (COOK) TO GOLFVIEW RD AND 31ST ST (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		PARKING - MAINTAIN, REHABILITATE, REPLACE HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:		PARKING - MAINTAIN, REHABILITATE, REPLACE HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	IMPLEMENTATION	10	2000	1600	
		HPP	IMPLEMENTATION	10	2000	1600	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	IMPLEMENTATION	12	2000	1600	
		HPP	IMPLEMENTATION	12	2000	1600	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
05-10-0003	Central Council of Mayors	Change	\$192	\$192	\$ 0	0%	
Lenzi Avenue FROM Joiet Road (COOK/Hodgkins) Catherine Ann Drive Catherine Ann Drive limits: East Avenue to Lenzi Avenue							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	10	265	192	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	10	96	77	includes e3
		EQB	CONSTRUCTION	10	167	115	includes e3; EQB for bal of HPP

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-02-0108 Southwest Council of Mayors	Change	\$1587	\$1587	\$ 0	0%

Before Revision: MCCARTHY ROAD FROM DERBY ROAD (COOK/Lemont) TO ARCHER AVENUE (COOK/Lemont) This project has two fund sources. STP-L and HPP

(HB-228)dollars. TIP #06

After Revision: FAU 1587 MCCARTHY ROAD FROM FAU 1024 DERBY ROAD (COOK/Lemont) TO ARCHER AVENUE (COOK/Lemont) This project has two fund sources. STP-L and HPP(HB-228)

Completion Year Before Revision: 2012

Completion Year After Revision: 2012

Project Work Types Before Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	10	228	160	INTERSECTION IMPROVEMENTS
	HPP	CONSTRUCTION	11	390	280	
	STP-L	CONSTRUCTION	11	2100	1147	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	10	228	160	INTERSECTION IMPROVEMENTS
	HPP	CONSTRUCTION	11	350	280	
	STP-L	CONSTRUCTION	11	2100	1147	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-02-0112 Southwest Council of Mayors	Change	\$617	\$581	\$ -36	-5.83%

Before Revision: HARLEM AVENUE FROM 119TH STREET (COOK) TO 127TH STREET (COOK)

After Revision: IL 43 HARLEM AVENUE FROM College Drive (COOK) TO FAU 1587 127TH STREET (COOK)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: SAFETY - LIGHTING

Project Work Types After Revision: SAFETY - LIGHTING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	10	46	32	
	STP-L	CONSTRUCTION	10	835	585	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	10	40	28	
	STP-L	CONSTRUCTION	11	791	553	Includes E3

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-05-0005 Southwest Council of Mayors	Change	\$40	\$42	\$ 2	5%

95TH ST FROM 51ST AVE @ METRA STATION (COOK)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Project Work Types After Revision: SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	450	315	
	STP-L	CONSTRUCTION	MYB	50	35	
	STP-L	ENGINEERING-II	12	60	40	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	450	315	
	STP-L	CONSTRUCTION	MYB	50	35	
	STP-L	ENGINEERING-II	13	60	42	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-10-0012 Southwest Council of Mayors	Change	\$102	\$106	\$ 4	3.92%

FAU 1587 McCarthy Road FROM Woodcrest Lane Walker Road

Completion Year Before Revision: 2010

Completion Year After Revision: 2010

Project Work Types Before Revision: PEDESTRIAN FACILITY

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	101	101	
	STP-L	CONSTRUCTION	10	1	1	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	101	101	
	STP-L	CONSTRUCTION	10	7	5	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
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06-10-0014 Southwest Council of Mayors Change \$920 \$929 \$ 9 0.98%
 FAU 1038 88th Avenue FROM 159th Street (COOK/Orland Park) TO FAU 1612 171st Street (COOK/Orland Park)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	266	266	
	STP-L	CONSTRUCTION	10	935	654	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	296	296	
	STP-L	CONSTRUCTION	10	904	633	
	ILL	CONSTRUCTION	10	180	0	ERP Funds

Project: **Action** **Pre-Revision Federal Funds (000)** **Post-Revision Federal Funds (000)** **Change in Federal Funds (000)** **Percentage Change**
 06-10-0016 Southwest Council of Mayors Change \$183 \$158 \$ -25 -13.66%
 FAU 1573 103rd Street FROM 88th Avenue (COOK/Palos Hills) TO IL IL43 Harlem Avenue (COOK/Palos Hills)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: ADA - FACILITY IMPROVEMENTS

PEDESTRIAN FACILITY

Project Work Types After Revision: ADA - FACILITY IMPROVEMENTS

PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	133	133	
	STP-L	CONSTRUCTION	10	67	50	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	133	133	
	STP-L	CONSTRUCTION	10	36	25	INCLUDES E3

Project: **Action** **Pre-Revision Federal Funds (000)** **Post-Revision Federal Funds (000)** **Change in Federal Funds (000)** **Percentage Change**
 06-10-0018 Southwest Council of Mayors Change \$100 \$70 \$ -30 -30%

Before Revision: FAU 1548 79th Street FROM FAU 2757 Roberts Road (COOK/Justice) Includes the intersection of 79th/Cork.

After Revision: FAU 1548 79th Street FROM FAU 2731 88th Avenue (COOK/Justice)

Completion Year Before Revision: 2010

Completion Year After Revision: 2010

Project Work Types Before Revision: SIGNALS - MODERNIZATION

Project Work Types After Revision: SIGNALS - MODERNIZATION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	100	100	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	70	70	

Project: **Action** **Pre-Revision Federal Funds (000)** **Post-Revision Federal Funds (000)** **Change in Federal Funds (000)** **Percentage Change**
 07-08-0040 IDOT Safe Routes to Schools Change \$3 \$3 \$ 0 0%

Before Revision: SAFE ROUTES TO SCHOOL - CRETE FROM (WILL/CRETE) MONEE ELEMENTARY SCHOOL

After Revision: SAFE ROUTES TO SCHOOL - CRETE FROM (WILL) MONEE ELEMENTARY SCHOOL

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: MISCELLANEOUS - EXEMPT PROJECTS

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SR2S	IMPLEMENTATION	09	3	3	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SR2S	IMPLEMENTATION	10	3	3	

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-99-0028	South Council of Mayors	Change	\$3955	\$3955	\$ 0	0%
170TH ST FROM SOUTH PARK AVE (COOK) TO I- 94 BISHOP FORD EWEY (COOK)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		SAFETY - RAILROAD CROSSING IMPROVEMENTS HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION				
Project Work Types After Revision:		SAFETY - RAILROAD CROSSING IMPROVEMENTS HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	12000	3780	
	STP-L	ROW ACQUISITION	10	250	175	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	12000	3780	
	STP-L	ROW ACQUISITION	11	250	175	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-02-0007	CMAP Change	\$48	\$48	\$ 0	0%	
Before Revision: BIKE FAC-DOWNERS GROVE-CENTRAL CORRIDOR BIKEWAY FROM 31ST ST AT SARATOGA (DUPAGE/DOWNERS GROVE) TO DUNHAM AT LEMONT (DUPAGE/DOWNERS GROVE)						
After Revision: BIKE FAC-DOWNERS GROVE-CENTRAL CORRIDOR BIKEWAY FROM 31ST ST AT SARATOGA (DUPAGE) TO DUNHAM AT LEMONT (DUPAGE)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		BICYCLE FACILITY				
Project Work Types After Revision:		BICYCLE FACILITY				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	09	60	48	REMAINDER
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	10	60	48	REMAINDER

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-05-0007	DuPage Council of Mayors	Change	\$184	\$231	\$ 47	25.54%
MADISON AVE FROM IL 83 IL 83 (DUPAGE/Villa Park) TO ARDMORE AVE (DUPAGE/Villa Park)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		PEDESTRIAN FACILITY				
Project Work Types After Revision:		PEDESTRIAN FACILITY				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	09	184	184	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	09	231	231	Final ARU amount - \$230,676.00

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-07-0011	DuPage Council of Mayors	Change	\$742	\$775	\$ 33	4.45%
IL 59 IL-59 FROM 87TH STREET (DUPAGE/Naperville) TO S. OF 111TH STREET (DUPAGE/Naperville)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		PEDESTRIAN FACILITY				
Project Work Types After Revision:		PEDESTRIAN FACILITY				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	742	742	Awarded
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	775	775	\$742 awarded (low bid) + \$32 in chg. orders pending

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0021	DuPage Council of Mayors	Change	\$1336	\$1549	\$ 213	15.94%
FAU 2678 Garfield St FROM 55th St (DUPAGE/Hinsdale) TO Chicago Av (DUPAGE/Hinsdale)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND				
Project Work Types After Revision:		HIGHWAY/ROAD - RECONSTRUCT IN KIND				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	2330	1336	Awarded
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	2330	1549	Awarded

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0022 DuPage Council of Mayors	Change	\$698	\$624	\$ -74	-10.6%	
FAU 2534 Joliet St. FROM FAU 1630 Geneva St. (DUPAGE) IL 59 (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	366	256	
	LRA	CONSTRUCTION	10	442	442	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	0	0	
	LRA	CONSTRUCTION	10	624	624	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-09-0024	DuPage Council of Mayors	Change	\$355	\$362	\$ 7	1.97%
FAU 1397 St. Charles Rd. FROM FAU 2678 York St. (DUPAGE) TO FAU 3823 Poplar Ave. (DUPAGE)						
Completion Year Before Revision:		Unspecified				
Completion Year After Revision:		Unspecified				
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	355	355	Awarded
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	362	362	Awarded

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0026 DuPage Council of Mayors	Change	\$532	\$375	\$ -157	-29.51%	
FAU 2543 3549 Winfield Rd. & Garys Mill Rd. FROM Lincoln Ave. & Rebecca Ln. (DUPAGE) TO High Lake Rd. & Summit Dr. (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	745	532	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	543	375	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0030 DuPage Council of Mayors	Change	\$564	\$535	\$ -29	-5.14%	
FAU 3553 Batavia Rd. FROM IL 59 IL 59 (DUPAGE) TO IL 56 Butterfield Rd. (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	564	564	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	535	535	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0044 DuPage Council of Mayors	Change	\$294	\$246	\$ -48	-16.33%	
FAU 2530 Powis Rd. FROM IL 64 North Ave. (DUPAGE) TO Smith Rd. (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	344	294	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	246	246	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0046 DuPage Council of Mayors	Change	\$0	\$120	\$ 120		
FAU 3573 Woodridge Dr. FROM Hobson Rd. (DUPAGE) TO Center Dr. (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	MYB	345	345	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	219	120	
	ILL	CONSTRUCTION	10	185	0	ERP funds

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0048 DuPage Council of Mayors	Change	\$272	\$304	\$ 32	11.76%	
FAU 2534 Arbor Ave FROM Washington St (DUPAGE) TO Hawthorne Lane (DUPAGE)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	363	272	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	304	304	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-09-0087 IDOT Safe Routes to Schools	Change	\$250	\$250	\$ 0	0%	
Before Revision: Safe Routes to School - Lisle AT TATE WOODS ELEM SCHOOL,LISLE JR HIGH SCHOOL,SCHIESHER ELEM SCHOOL,ST JOAN OF ARC,KENNEDY JUNIOR HIGH SCHOOL						
After Revision: Safe Routes to School - Lisle AT Devon Avenue (Ogden Ave. (US 34) to Middleton Ave.)at Schiesher Elem. School						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: PEDESTRIAN FACILITY						
Project Work Types After Revision: PEDESTRIAN FACILITY						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SR2S	IMPLEMENTATION	10	250	250	Construct, replace or repair sidewalks
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SR2S	IMPLEMENTATION	10	250	250	Construct, replace or repair sidewalks

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-10-0010 DuPage Council of Mayors	Change	\$0	\$989	\$ 989		
WASHINGTON STREET FROM 75TH STREET NAPER BLVD.						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	1413	989	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1113	989	
	ILL	CONSTRUCTION	10	300	0	ERP funds

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-10-0010 DuPage Council of Mayors	Change	\$0	\$989	\$ 989		
WASHINGTON STREET FROM 75TH STREET NAPER BLVD.						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	1413	989	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	1113	989	
	ILL	CONSTRUCTION	10	300	0	ERP funds

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-06-0017	Kane/Kendall Council of Mayors	Change	\$863	\$863	\$ 0	0%	
Before Revision: FAU 3900 CROSS STREET FROM IL 47 MAIN STREET (KANE/Sugar Grove) TO JOY STREET (KANE/Sugar Grove)							
After Revision: FAU 3900 CROSS STREET FROM IL 47 AT MAIN STREET (KANE/Sugar Grove) (KANE/Sugar Grove)							
Completion Year Before Revision: 2014							
Completion Year After Revision: 2014							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION PEDESTRIAN FACILITY					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION PEDESTRIAN FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	1151	863	E3 INCLUDED
		GEN-OP	ENGINEERING-II	10	102	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	1151	863	INCLUDES E3
		GEN-OP	ENGINEERING-II	10	102	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-06-0017	Kane/Kendall Council of Mayors	Change	\$863	\$863	\$ 0	0%	
Before Revision: FAU 3900 CROSS STREET FROM IL 47 MAIN STREET (KANE/Sugar Grove) TO JOY STREET (KANE/Sugar Grove)							
After Revision: FAU 3900 CROSS STREET FROM IL 47 AT MAIN STREET (KANE/Sugar Grove) (KANE/Sugar Grove)							
Completion Year Before Revision: 2014							
Completion Year After Revision: 2014							
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION PEDESTRIAN FACILITY					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION PEDESTRIAN FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	1151	863	E3 INCLUDED
		GEN-OP	ENGINEERING-II	10	102	0	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	12	1151	863	INCLUDES E3
		GEN-OP	ENGINEERING-II	10	102	0	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-06-0020 Kane/Kendall Council of Mayors	Change	\$250	\$2500	\$ 2250	900%

MAIN STREET FROM RANDALL RD (KANE) TO IL 31 BATAVIA AVE (KANE)

Completion Year Before Revision: 2013

Completion Year After Revision: 2013

Project Work Types Before Revision: PEDESTRIAN FACILITY
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: PEDESTRIAN FACILITY
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	6747	2250	
	STP-L	ROW ACQUISITION	11	509	250	
	GEN-OP	ENGINEERING-II	11	490	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	13	6747	2250	
	STP-L	ROW ACQUISITION	11	509	250	
	GEN-OP	ENGINEERING-II	11	490	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-07-0005 Kane/Kendall Council of Mayors	Change	\$660	\$470	\$ -190	-28.79%

FAU 0098 STATE STREET FROM KEYES AVENUE (N OF) (KANE/Hampshire) IL 72 (KANE/Hampshire)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	660	660	E3 INCLUDED
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	470	470	E3 INCLUDED

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-08-0004	CMAP	Change	\$1384	\$1204	\$ -180	-13.01%		
MOOSEHEART RD FROM LINCOLN WAY (KANE)								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-L	CONSTRUCTION	13	3372	180	
			CMAQ	CONSTRUCTION	13	1505	1204	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			STP-L	CONSTRUCTION	14	3372	180	
			CMAQ	CONSTRUCTION	13	1505	1204	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-08-0049 Kane/Kendall Council of Mayors	Change	\$801	\$495	\$ -306	-38.2%

FAU 2508 DOUGLAS ROAD FROM FAU 3579 MONTGOMERY ROAD (KANE/Montgomery) US 30 (KENDALL/Montgomery)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	842	801	E3 INCLUDED
	GEN-OP	ENGINEERING-II	09	73	0	AWARDED
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	495	495	E3 INCLUDED
	GEN-OP	ENGINEERING-II	09	73	0	AWARDED

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-08-0051 Kane/Kendall Council of Mayors	Change	\$1065	\$770	\$ -295	-27.7%	
FAU 1395 KANEVILLE ROAD FROM CH 34 RANDALL ROAD (KANE/Geneva) TO IL 38 STATE STREET (KANE/Geneva)						
Completion Year Before Revision: Unspecified						
Completion Year After Revision: Unspecified						
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	1065	1065	E3 INCLUDED
	GEN-OP	ENGINEERING-II	09	92	0	AWARDED
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	770	770	E3 INCLUDED
	GEN-OP	ENGINEERING-II	09	92	0	AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-08-0052 Kane/Kendall Council of Mayors	Change	\$909	\$771	\$ -138	-15.18%		
FAU 2306A/B PRAIRIE STREET FROM IL 47 (WEST OF) US 30 (KANE/Sugar Grove) TO FAU 3895 GORDON ROAD (KANE/Sugar Grove)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)							
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	296	139	E3 INCLUDED
		LRA	CONSTRUCTION	10	770	770	E3 INCLUDED
		GEN-OP	ENGINEERING-II	09	92	0	AWARDED
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	296	139	E3 INCLUDED
		LRA	CONSTRUCTION	10	632	632	E3 INCLUDED
		GEN-OP	ENGINEERING-II	09	92	0	AWARDED

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-08-0054	Kane/Kendall Council of Mayors	Change	\$968	\$641	\$ -327	-33.78%	
FAU 1338 SUNDOWN ROAD FROM CH 18 FAU 2509 MCLEAN BLVD (KANE/South Elgin) TO IL 31 FAU 3887 LA FOX STREET (KANE/South Elgin)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	968	968	E3 INCLUDED
		GEN-OP	ENGINEERING-II	09	53	0	AWARDED
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	641	641	E3 INCLUDED
		GEN-OP	ENGINEERING-II	09	53	0	AWARDED

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-09-0010	CMAP	Change	\$576	\$576	\$ 0	0%	
HUNTLEY RD FROM GALLIGAN RD (KANE)							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II	12	120	96	
		CMAQ	ROW ACQUISITION	12	500	400	
		CMAQ	CONSTRUCTION	MYB	1326	947	
		STP-L	CONSTRUCTION	MYB	1326	66	
		CMAQ	ENGINEERING-I	10	100	80	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	ENGINEERING-II	12	120	96	
		CMAQ	ROW ACQUISITION	12	500	400	
		CMAQ	CONSTRUCTION	MYB	1326	947	
		STP-L	CONSTRUCTION	14	1326	66	
		CMAQ	ENGINEERING-I	10	100	80	

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-09-0046	Kane/Kendall Council of Mayors	Change	\$724	\$724	\$ 0	0%	
FAU 1302 BIG TIMBER ROAD FROM FAU 2509 MCLEAN BLVD (KANE/Elgin) TO IL 31 FAU 3887 STATE STREET (KANE/Elgin)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	500	400	INCLUDES E3
		LRA	CONSTRUCTION	10	324	324	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	500	400	INCLUDES E3
		LRA	CONSTRUCTION	10	324	324	ARA-M-9003(644)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-09-0046	Kane/Kendall Council of Mayors	Change	\$724	\$724	\$ 0	0%	
FAU 1302 BIG TIMBER ROAD FROM FAU 2509 MCLEAN BLVD (KANE/Elgin) TO IL 31 FAU 3887 STATE STREET (KANE/Elgin)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	500	400	INCLUDES E3
		LRA	CONSTRUCTION	10	324	324	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	500	400	INCLUDES E3
		LRA	CONSTRUCTION	10	324	324	ARA-M-9003(644)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-09-0054	Kane/Kendall Council of Mayors	Change	\$131	\$131	\$ 0	0%	
FAU 537 MCDONALD ROAD FROM W. of PHAR LAP DRIVE (KANE/Campton Hills) TO E. of CLOVERFIELD DRIVE (KANE/Campton Hills)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	170	131	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	170	131	ARA-9003(646) - INCLUDES E3

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-09-0054	Kane/Kendall Council of Mayors	Change	\$131	\$131	\$ 0	0%	
FAU 537 MCDONALD ROAD FROM W. of PHAR LAP DRIVE (KANE/Campton Hills) TO E. of CLOVERFIELD DRIVE (KANE/Campton Hills)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	170	131	
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		LRA	CONSTRUCTION	10	170	131	ARA-9003(646) - INCLUDES E3

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)	Percentage Change
09-09-0055	Kane/Kendall Council of Mayors	Change	\$170		\$170		\$ 0	0%
Before Revision: FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO VILLAGE LIMITS (KANE/Hampshire)								
After Revision: FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO 736' E. of US Highway 20 (KANE/Hampshire)								
Completion Year Before Revision: Unspecified								
Completion Year After Revision: Unspecified								
Project Work Types Before Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		LRA	CONSTRUCTION	10	170	170		
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	
		LRA	CONSTRUCTION	10	170	170	ARA-9003(616) - INCLUDES E3	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-09-0055 Kane/Kendall Council of Mayors	Change	\$170	\$170	\$ 0	0%

Before Revision: FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO VILLAGE LIMITS (KANE/Hampshire)

After Revision: FAU 2321 DIETRICH ROAD FROM US 20 (KANE/Hampshire) TO 736' E. of US Highway 20 (KANE/Hampshire)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	170	170	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	170	170	ARA-9003(616) - INCLUDES E3

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-94-0087 Kane/Kendall Council of Mayors	Change	\$5881	\$5881	\$ 0	0%

NEW YORK STREET FROM KAUTZ RD (DUPAGE) TO ASBURY DR (DUPAGE) EAST NEW YORK AVE FROM FARNSWORTH AVE TO EAST KANE COUNTY LINE

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	13	6500	2881	
	HPP	ENGINEERING-II	09	391	313	AWARDED
	HPP	CONSTRUCTION	11	3750	2687	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	11	6500	2881	
	HPP	ENGINEERING-II	09	391	313	AWARDED
	HPP	CONSTRUCTION	11	3750	2687	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-95-0014 Kane/Kendall Council of Mayors	Change	\$600	\$4714	\$ 4114	685.67%

FAU 4006 MAPLE AVE FROM FAU 4006 BESINGER AVE (KANE/Carpentersville) TO FAU 4005 WASHINGTON ST (KANE/Carpentersville)

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: PEDESTRIAN FACILITY

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

BICYCLE FACILITY

SAFETY - LIGHTING

Project Work Types After Revision: PEDESTRIAN FACILITY

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

BICYCLE FACILITY

SAFETY - LIGHTING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	5640	4114	E3 INCLUDED
	STP-L	ROW ACQUISITION	10	140	70	
	STP-L	ENGINEERING-II	10	310	155	
	STP-E	IMPLEMENTATION	10	626	375	102337

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	13	5640	4114	E3 INCLUDED
	STP-L	ROW ACQUISITION	10	140	70	
	STP-L	ENGINEERING-II	10	310	155	
	STP-E	IMPLEMENTATION	10	626	375	102337

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-98-0102 Kane/Kendall Council of Mayors	Change	\$147	\$147	\$ 0	0%

Before Revision: VARIOUS INTERSECTIONS FROM 10 LOCATIONS (KENDALL) AT US34 @ ELDDOMAIN, @ CANNON BALL, @ IL47

After Revision: VARIOUS INTERSECTIONS FROM 10 LOCATIONS (KENDALL/Yorkville) AT US34 @ ELDDOMAIN, @ CANNON BALL, @ IL47

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: SAFETY - OPTICOM EQUIPMENT

Project Work Types After Revision: SAFETY - OPTICOM EQUIPMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	13	196	147	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	12	196	147	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-05-0004	CMAQ Change	\$3429	\$3429	\$ 0	0%
HUNT CLUB RD FROM MILLBURN RD (LAKE) Includes Hunt Club at Wadsworth also					
Completion Year Before Revision: Unspecified					
Completion Year After Revision: Unspecified					
Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	CMAQ	ROW ACQUISITION	10	158	126
	CMAQ	CONSTRUCTION	10	4594	3196
	CMAQ	ROW ACQUISITION	10	133	107
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	CMAQ	ROW ACQUISITION	10	158	126
	CMAQ	CONSTRUCTION	10	4791	3196
	CMAQ	ROW ACQUISITION	10	133	107

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-06-0038	IDOT District 1 Division of Highways Change	\$0	\$672	\$ 672	
IL 173 ROSECRANS RD FROM DESPLAINES RIVER (LAKE)					
Completion Year Before Revision: Unspecified					
Completion Year After Revision: Unspecified					
Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	ILL	CONSTRUCTION	10	550	0
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	NHS	CONSTRUCTION	10	840	672
					1-77437-0000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-09-0010	CMAQ Change	\$510	\$510	\$ 0	0%
Before Revision: VARIOUS SIDEWALKS FROM (LAKE) Include 10-08-0018 SRTS/Ellis Elem					
After Revision: Hawthorne Drive/Orchard Lane/Hook Drive FROM CH V63 Cedar Lake Road (LAKE/Round Lake Beach) TO IL 83 Antioch Road (LAKE/Round Lake Beach) Includes 10					
Completion Year Before Revision: Unspecified					
Completion Year After Revision: Unspecified					
Project Work Types Before Revision: PEDESTRIAN FACILITY					
Project Work Types After Revision: PEDESTRIAN FACILITY					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	SR2S	CONSTRUCTION	10	264	264
	CMAQ	CONSTRUCTION	10	727	246
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	SR2S	CONSTRUCTION	10	264	264
	CMAQ	CONSTRUCTION	10	727	246

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-10-0005	CMAQ Change	\$268	\$270	\$ 2	0.75%
IL 134 Main St FROM West Village Limit (LAKE/Round Lake Park) TO East Village Limi (LAKE/Round Lake Park)					
Completion Year Before Revision: Unspecified					
Completion Year After Revision: Unspecified					
Project Work Types Before Revision: PEDESTRIAN FACILITY					
Project Work Types After Revision: PEDESTRIAN FACILITY					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	CMAQ	CONSTRUCTION	11	335	268
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost Segment
	CMAQ	CONSTRUCTION	11	338	270

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-08-0005 McHenry County Division of Transportation CH 19 LAWRENCE RD BRIDGE FROM CH 19 OVER LAWRENCE CREEK (MCHENRY)	Change	\$993	\$2033	\$ 1040	104.73%

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	ENGINEERING-II	10	125	100	
	MFT-LOC	ROW ACQUISITION	10	50	0	
	BRR	ENGINEERING-I	10	116	93	
	BRR	CONSTRUCTION	11	1000	800	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	BRR	ENGINEERING-II	10	125	100	
	MFT-LOC	ROW ACQUISITION	10	50	0	
	BRR	ENGINEERING-I	10	116	93	
	BRR	CONSTRUCTION	11	2300	1840	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-09-0006 CMAP Change MAIN ST/CRYSTAL LAKE AVE FROM CRYSTAL LAKE AVE (MCHENRY) TO US 14 NORTHWEST HWY (MCHENRY)	Change	\$1010	\$72	\$ -938	-92.87%

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: MISCELLANEOUS - EXEMPT PROJECTS

FACILITY - TOWERS AND YARDS

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

FACILITY - TOWERS AND YARDS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	10	1173	938	
	CMAQ	ENGINEERING-I	10	90	72	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	CONSTRUCTION	15	3750	938	
	CMAQ	ENGINEERING-I	10	90	72	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-09-0025 McHenry County Council of Mayors FAU 3877 East Main Street FROM US 14 Northwest Highway (MCHENRY) TO FAU 3876 Decker Drive (MCHENRY) ALSO INTERSECTION IMPROVEMENT OF US14 AT EAST MAI	Change	\$670	\$262	\$ -408	-60.9%

Completion Year Before Revision: Unspecified

Completion Year After Revision: Unspecified

Project Work Types Before Revision: HIGHWAY/ROAD - CURB AND GUTTER

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - CURB AND GUTTER

HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	10	768	408	INCLUDES E3
	LRA	CONSTRUCTION	10	262	262	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	LRA	CONSTRUCTION	10	262	262	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-10-0022 FHWA-Eastern Federal Lands Highway Division FH 53 AT	Change	\$20	\$20	\$ 0	0%

Completion Year Before Revision: 2010

Completion Year After Revision: 2010

Project Work Types Before Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	PLH	CONSTRUCTION	10	20	20	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	PLH	CONSTRUCTION	10	20	20	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
13-08-0009 CMAP Change	Change	\$350	\$0	\$ -350	-100%

RIDESHARE MARKETING FROM (REGIONWIDE)

Completion Year Before Revision: Unspecified**Completion Year After Revision:** Unspecified**Project Work Types Before Revision:** MISCELLANEOUS - EXEMPT PROJECTS**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	IMPLEMENTATION	CMAQ A	350	350	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	IMPLEMENTATION	CMAQ A	0	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
13-97-0002	CMAQ Change	\$1650	\$2000	\$ 350	21.21%

CLEAN AIR PUBLIC INFORMATION AT REGIONWIDE CLEAN AIR EDUCATION CAMPAIGN

Completion Year Before Revision: Unspecified**Completion Year After Revision:** Unspecified**Project Work Types Before Revision:** MISCELLANEOUS - EXEMPT PROJECTS**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	IMPLEMENTATION	10	660	550	
	CMAQ	IMPLEMENTATION	11	660	550	
	CMAQ	IMPLEMENTATION	09	688	550	Awarded
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CMAQ	IMPLEMENTATION	10	1125	900	
	CMAQ	IMPLEMENTATION	11	660	550	
	CMAQ	IMPLEMENTATION	09	688	550	Awarded

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
16-00-0004	CTA Change	\$95738	\$73238	\$ -22500	-23.5%

CTA - 021.806 MID-LIFE BUS OVERHAUL AT PERFORM MID-LIFE BUS OVERHAUL

Completion Year Before Revision: Unspecified**Completion Year After Revision:** Unspecified**Project Work Types Before Revision:** ROLLING STOCK - REHABILITATE VEHICLES**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	RTA	IMPLEMENTATION	11	25116	0	RTA BOND
	5307	IMPLEMENTATION	09	10364	10364	FTA
	ILLT	IMPLEMENTATION	10	14582	0	NEW STATE FUNDING
	5307	IMPLEMENTATION	13	62874	62874	FTA
	SB	IMPLEMENTATION	09	136	0	SERVICE BOARD
	5307	IMPLEMENTATION	14	50000	50000	FTA
	5307	IMPLEMENTATION	12	22500	22500	FTA
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	RTA	IMPLEMENTATION	11	25116	0	RTA BOND
	5307	IMPLEMENTATION	09	10364	10364	FTA
	ILLT	IMPLEMENTATION	10	14582	0	NEW STATE FUNDING
	5307	IMPLEMENTATION	13	62874	62874	FTA
	SB	IMPLEMENTATION	09	136	0	SERVICE BOARD
	5307	IMPLEMENTATION	14	50000	50000	FTA
	ILLT	IMPLEMENTATION	12	22500	0	NEW STATE FUNDING

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-00-0006	CTA	Change	\$128108	\$91108	\$ -37000	-28.88%		
CTA - 022.903 AT PERFORM RAIL CAR OVERHAUL & MID-LIFE REHABILITATION								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			ROLLING STOCK - REHABILITATE VEHICLES					
Project Work Types After Revision:			ROLLING STOCK - REHABILITATE VEHICLES					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	09	3241	3241	FIX
			5307	IMPLEMENTATION	09	6008	6008	FTA
			ILLT	IMPLEMENTATION	10	66787	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	11	113346	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	13	48366	48366	FIX
			ILLT	IMPLEMENTATION	13	55771	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	12	74116	0	NEW STATE FUNDING
			SB	IMPLEMENTATION	09	6420	0	SERVICE BOARD
			5309B	IMPLEMENTATION	14	43127	43127	FIX
			5307	IMPLEMENTATION	14	31613	31613	FTA
			ILLT	IMPLEMENTATION	14	48646	0	NEW STATE FUNDING
			5307	IMPLEMENTATION	10	21394	21394	FTA
			SB	IMPLEMENTATION	10	39145	0	CTA BOND
			5307	IMPLEMENTATION	11	23720	23720	FTA
			5309B	IMPLEMENTATION	11	13280	13280	FIX
			5309B	IMPLEMENTATION	10	12099	12099	FIX
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	09	3241	3241	FIX
			5307	IMPLEMENTATION	09	6008	6008	FTA
			ILLT	IMPLEMENTATION	10	66787	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	11	113346	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	13	48366	48366	FIX
			ILLT	IMPLEMENTATION	13	55771	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	12	74116	0	NEW STATE FUNDING
			SB	IMPLEMENTATION	09	6420	0	SERVICE BOARD
			5309B	IMPLEMENTATION	14	43127	43127	FIX
			5307	IMPLEMENTATION	14	31613	31613	FTA
			ILLT	IMPLEMENTATION	14	48646	0	NEW STATE FUNDING
			5307	IMPLEMENTATION	10	21394	21394	FTA
			SB	IMPLEMENTATION	10	39145	0	CTA BOND
			5309B	IMPLEMENTATION	10	12099	12099	FIX

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-01-0008	CTA	Change	\$26160	\$26160	\$ 0	0%		
CTA - 306.001 PROGRAM MANAGEMENT AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	10	6090	6090	FTA
			5307	IMPLEMENTATION	11	6690	6690	FTA
			5307	IMPLEMENTATION	12	6690	6690	FTA
			5307	IMPLEMENTATION	13	6690	6690	FTA
			5307	IMPLEMENTATION	14	6690	6690	FY14
			SB	IMPLEMENTATION	09	1000		FY09 REOB PENDING
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	10	6090	6090	FTA
			5307	IMPLEMENTATION	11	6690	6690	FTA
			5307	IMPLEMENTATION	12	6690	6690	FTA
			5307	IMPLEMENTATION	13	6690	6690	FTA
			5307	IMPLEMENTATION	14	6690	6690	FY14
			SB	IMPLEMENTATION	09	1000		FY09 REOB

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-02-0004	CTA	Change	\$24413	\$19413	\$ -5000	-20.48%		
CTA - 141.273 RECONSTRUCT RAIL STATIONS AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			TRA	IMPLEMENTATION	09	1913	1913	ECONOMIC RECOVERY
			TRA5309	IMPLEMENTATION	09	12500	12500	ECONOMIC RECOVERY
			SB	IMPLEMENTATION	09	2108	0	FY09 APPLE FUNDS
			ILLT	IMPLEMENTATION	11	10000	0	NEW STATE FUNDING
			RTA	IMPLEMENTATION	11	5000	0	RTA BOND
			5309B	IMPLEMENTATION	12	5000	5000	FIX
			5309B	IMPLEMENTATION	13	5000	5000	FIX
			5309B	IMPLEMENTATION	14	5000	5000	FIX
			ILLT	IMPLEMENTATION	10	12098	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	13	33830	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	14	75590	0	NEW STATE FUNDING
			RTA	IMPLEMENTATION	10	1300	0	RTA BOND
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			TRA	IMPLEMENTATION	09	1913	1913	ECONOMIC RECOVERY
			TRA5309	IMPLEMENTATION	09	12500	12500	ECONOMIC RECOVERY
			SB	IMPLEMENTATION	09	2108	0	FY09 APPLE FUNDS
			ILLT	IMPLEMENTATION	11	10000	0	NEW STATE FUNDING
			RTA	IMPLEMENTATION	11	5000	0	RTA BOND
			ILLT	IMPLEMENTATION	12	5000	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	13	5000	5000	FIX
			5309B	IMPLEMENTATION	14	5000	5000	FIX
			ILLT	IMPLEMENTATION	10	12098	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	13	33830	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	14	75590	0	NEW STATE FUNDING
			RTA	IMPLEMENTATION	10	1300	0	RTA BOND

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
16-02-0006	CTA	Change	\$0	\$0	\$ 0			
CTA - 290.001 LAND ACQUISITION AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	10	27151	27151	RTA BOND
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	10	12151	0	RTA BOND

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-03-0011	CTA	Change	\$70158	\$70158	\$ 0	0%		
CTA - 150.028 IMPLEMENT SECURITY PROJECTS AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HLS	IMPLEMENTATION	10	6849	6849	HOMELAND SECURITY
			HLS	IMPLEMENTATION	09	13839	13839	HOMELAND SECURITY
			HLS	IMPLEMENTATION	11	6500	6500	HOMELAND SECURITY
			HLS	IMPLEMENTATION	12	6500	6500	HOMELAND SECURITY
			TRA	IMPLEMENTATION	09	6945	6945	FY09 ARRA HLS (TSGP) FUNDS
			RTA	IMPLEMENTATION	10	6000	0	RTA BOND
			HLS	IMPLEMENTATION	14	6500	6500	HOMELAND SECURITY
			ILLT	IMPLEMENTATION	10	36216	0	NEW STATE FUNDING
			TRA	IMPLEMENTATION	10	23025	23025	TSGP
			ILLT	IMPLEMENTATION	11	12000	0	NEW STATE FUNDING
			HLS	IMPLEMENTATION	13	6500	6500	HOMELAND SECURITY
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			HLS	IMPLEMENTATION	10	6849	6849	HOMELAND SECURITY
			HLS	IMPLEMENTATION	09	13839	13839	HOMELAND SECURITY
			HLS	IMPLEMENTATION	11	6500	6500	HOMELAND SECURITY
			HLS	IMPLEMENTATION	12	6500	6500	HOMELAND SECURITY
			TRA	IMPLEMENTATION	09	6945	6945	FY09 ARRA HLS (TSGP) FUNDS
			RTA	IMPLEMENTATION	10	16000	0	RTA BOND
			HLS	IMPLEMENTATION	14	6500	6500	HOMELAND SECURITY
			ILLT	IMPLEMENTATION	10	36216	0	NEW STATE FUNDING
			TRA	IMPLEMENTATION	10	23025	23025	TSGP
			ILLT	IMPLEMENTATION	11	12000	0	NEW STATE FUNDING
			HLS	IMPLEMENTATION	13	6500	6500	HOMELAND SECURITY

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-08-0014	CTA	Change	\$0	\$0	\$ 0			
CTA - 404.999 CMAQ OUTYEAR PROJECT AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	10	4000	0	
			RTA	IMPLEMENTATION	11	4000	0	
			RTA	IMPLEMENTATION	12	4000	0	
			RTA	IMPLEMENTATION	MYB	4000	4000	FY14 OUTYEAR
			RTA	IMPLEMENTATION	13	4000	0	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	11	2224	0	
			RTA	IMPLEMENTATION	MYB	4000	4000	FY14 OUTYEAR
			RTA	IMPLEMENTATION	13	4000	0	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
16-10-0007	CTA	Change	\$11722	\$11722	\$ 0		0%	
CTA - 304.004 North Main Line Rehab AT								
Completion Year Before Revision:		Unspecified						
Completion Year After Revision:		Unspecified						
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	10	3000	0	RTA BOND II
			RTA	IMPLEMENTATION	11	2778	0	RTA BOND
			5307	IMPLEMENTATION	12	4222	4222	FTA
			5309A	IMPLEMENTATION	10	7500	7500	NEW START
			Financial Data After Revision			Fund Source	Project Phase	FFY
			RTA	IMPLEMENTATION	10	3000	0	RTA BOND II
			RTA	IMPLEMENTATION	11	2778	0	RTA BOND
			5307	IMPLEMENTATION	12	4222	4222	FTA
			5309C	IMPLEMENTATION	10	7500	7500	5309 B DISCRETIONARY

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
16-97-0010	CTA	Change	\$0	\$0	\$ 0			
CTA - 102.039 AT PURCHASE/INSTALL AUTOMATED FARE CONTROL								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			SB	IMPLEMENTATION	10	500	0	FY09 SERVICE BOARD PENDING
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			SB	IMPLEMENTATION	10	500	0	FY09 SERVICE BOARD

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change	
16-98-0003	CTA	Change	\$2200	\$1100	\$ -1100		-50%	
CTA - 061.059 AT IMPLEMENT COMPUTER SYSTEM								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			FACILITY - OFFICE FACILITIES/EQUIPMENT					
Project Work Types After Revision:			FACILITY - OFFICE FACILITIES/EQUIPMENT					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	11	1100	0	RTA BOND
			5307	IMPLEMENTATION	12	1100	1100	FTA
			5307	IMPLEMENTATION	13	1100	1100	FTA
			RTA	IMPLEMENTATION	10	9310	0	RTA BOND II
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			RTA	IMPLEMENTATION	11	1100	0	RTA BOND
			ILLT	IMPLEMENTATION	12	1100	0	NEW STATE FUNDING
			5307	IMPLEMENTATION	13	1100	1100	FTA
			RTA	IMPLEMENTATION	10	9310	0	RTA BOND II

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-98-0015	CTA	Change	\$98642	\$87804	\$ -10838	-10.99%		
CTA - 181.500 AT INFRASTRUCTURE & RENEWAL PROGRAM								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	62171	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	12	10838	10838	FIX
			ILLT	IMPLEMENTATION	13	30579	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	14	10838	10838	FIX
			TRA	IMPLEMENTATION	09	81452	81452	ARRA
			RTA	IMPLEMENTATION	11	10838	0	RTA BOND
			ILLT	IMPLEMENTATION	12	171974	0	NEW STATE FUNDING
			TRA5309	IMPLEMENTATION	09	6352	6352	ECONOMIC RECOVERY
			ILLT	IMPLEMENTATION	14	66736	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	11	111789	0	NEW STATE FUNDING
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	62171	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	12	10838	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	13	30579	0	NEW STATE FUNDING
			5309B	IMPLEMENTATION	14	10838	10838	FIX
			TRA	IMPLEMENTATION	09	81452	81452	ARRA
			RTA	IMPLEMENTATION	11	10838	0	RTA BOND
			ILLT	IMPLEMENTATION	12	161136	0	NEW STATE FUNDING
			TRA5309	IMPLEMENTATION	09	6352	6352	ECONOMIC RECOVERY
			ILLT	IMPLEMENTATION	14	66736	0	NEW STATE FUNDING
			ILLT	IMPLEMENTATION	11	111789	0	NEW STATE FUNDING

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Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
17-09-0001	Pace	Change	\$12028	\$14368	\$ 2340	19.45%		
BUS DIESEL ENGINE RETROFITS FROM (REGIONWIDE)								
Completion Year Before Revision:		Unspecified						
Completion Year After Revision:		Unspecified						
Project Work Types Before Revision:		MISCELLANEOUS - EXEMPT PROJECTS						
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	10	5140	5140	
			CMAQ	IMPLEMENTATION	10	2340	2340	
			ILLT	IMPLEMENTATION	10	780	0	
			CMAQ	IMPLEMENTATION	09	5685	4548	
			Financial Data After Revision			Fund Source	Project Phase	
			5307	IMPLEMENTATION	10	5140	5140	
			CMAQ	IMPLEMENTATION	10	2340	2340	
			ILLT	IMPLEMENTATION	10	780	0	
			CMAQ	IMPLEMENTATION	09	5685	4548	
			CMAQ	IMPLEMENTATION	11	2340	2340	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-08-3300	Metra	Change	\$3120	\$3120	\$ 0	0%		
INTERLOCKERS AND CROSSOVERS AT REGIONWIDE								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			CPS - SIGNALS CPS - POWER					
Project Work Types After Revision:			CPS - SIGNALS CPS - POWER					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	09	150	120	
			5309B	IMPLEMENTATION	10	3000	3000	4454
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	09	150	120	
			5309B	IMPLEMENTATION	10	2000	2000	2938, was 4454
			5307	IMPLEMENTATION	10	1000	1000	2938

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-08-4200	Metra Change	\$74577	\$74577	\$ 0	0%		
Metra YARDS, SHOPS, FACILITIES AT REGIONWIDE							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		FACILITY - TOWERS AND YARDS FACILITY - SHOP FACILITIES/EQUIPMENT VEHICLE FACILITY - MAINTENANCE					
Project Work Types After Revision:		FACILITY - TOWERS AND YARDS FACILITY - SHOP FACILITIES/EQUIPMENT VEHICLE FACILITY - MAINTENANCE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	09	5790	4632	
		ILLT	IMPLEMENTATION	10	16300	0	4463
		ILLT	IMPLEMENTATION	11	17850	0	al-405, an-411
		ILLT	IMPLEMENTATION	MYB	98870	0	al-405, an-411
		ILLT	IMPLEMENTATION	12	4700	0	al-405, an-411
		ILLT	IMPLEMENTATION	13	40100	0	p-039, al-405, an-411
		5307	IMPLEMENTATION	MYB	3100	2480	4357, 4360, 4364
		5307	IMPLEMENTATION	10	1600	1600	3953, 4360
		5309B	IMPLEMENTATION	10	2500	2500	3952, 3953, 4462
		5307	IMPLEMENTATION	09	2750	2200	4357, 4360, 4364, etc.
		5309B	IMPLEMENTATION	11	29080	29080	P-411
		5309B	IMPLEMENTATION	12	16375	16375	P-411
		5309B	IMPLEMENTATION	13	18190	18190	P-411
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	09	5790	4632	
		ILLT	IMPLEMENTATION	10	16300	0	4463
		ILLT	IMPLEMENTATION	11	17850	0	al-405, an-411
		ILLT	IMPLEMENTATION	MYB	98870	0	al-405, an-411
		ILLT	IMPLEMENTATION	12	4700	0	al-405, an-411
		ILLT	IMPLEMENTATION	13	40100	0	p-039, al-405, an-411
		5307	IMPLEMENTATION	MYB	3100	2480	4357, 4360, 4364
		5307	IMPLEMENTATION	10	2300	2300	3952, 3953, 4360
		5309B	IMPLEMENTATION	10	1800	1800	3952, 3953, 4462
		5307	IMPLEMENTATION	09	2750	2200	4357, 4360, 4364, etc.
		5309B	IMPLEMENTATION	11	29080	29080	P-411
		5309B	IMPLEMENTATION	12	16375	16375	P-411
		5309B	IMPLEMENTATION	13	18190	18190	P-411

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-09-2400	Metra	Change	\$0	\$1900	\$ 1900			
Metra - Create ROW Acquisition AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	5000	0	
			ILLT	IMPLEMENTATION	11	7500	0	
			ILLT	IMPLEMENTATION	12	7500	0	
			ILL	IMPLEMENTATION	09	6100	0	4335
			ILLT	IMPLEMENTATION	09	500	0	
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			ILLT	IMPLEMENTATION	10	5000	0	
			ILLT	IMPLEMENTATION	11	7500	0	
			ILLT	IMPLEMENTATION	12	7500	0	
			ILL	IMPLEMENTATION	09	6100	0	4335
			ILLT	IMPLEMENTATION	09	500	0	
			5307	IMPLEMENTATION	10	1900	1900	4435

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0011	Metra	Change	\$54570	\$53370	\$ -1200	-2.2%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	7395	7395	4138, 4415, 4417, 4418, 4426
			5307	IMPLEMENTATION	11	13690	13690	p-203, p-281, p-221
			5307	IMPLEMENTATION	12	12550	12550	p-203
			5309B	IMPLEMENTATION	12	1760	1760	p-281, p-221
			5307	IMPLEMENTATION	13	13000	13000	p-203
			5309B	IMPLEMENTATION	13	1825	1825	p-281, p-221
			5307	IMPLEMENTATION	MYB	13350	13350	p-203
			5309B	IMPLEMENTATION	MYB	3550	3550	p-203, p-221, p-281
			5307	IMPLEMENTATION	10	4350	4350	4415, 4419, 4022, 4425
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	7195	7195	4415, 4417, 4418, 4426
			5307	IMPLEMENTATION	11	13690	13690	p-203, p-281, p-221
			5307	IMPLEMENTATION	12	12550	12550	p-203
			5309B	IMPLEMENTATION	12	1760	1760	p-281, p-221
			5307	IMPLEMENTATION	13	13000	13000	p-203
			5309B	IMPLEMENTATION	13	1825	1825	p-281, p-221
			5307	IMPLEMENTATION	MYB	13350	13350	p-203
			5309B	IMPLEMENTATION	MYB	3550	3550	p-203, p-221, p-281
			5307	IMPLEMENTATION	10	3350	3350	4022, 4415, 4419, 4425, 4426

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0015	Metra	Change	\$25505	\$25005	\$ -500	-1.96%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	2500	2500	4020, 4421, 4422, 4427, 4428, 4431, 4432
			5307	IMPLEMENTATION	11	7190	7190	p-211, p-233
			5309B	IMPLEMENTATION	12	7200	7200	p-211, p-233
			5309B	IMPLEMENTATION	13	7115	7115	p-211, p-233
			5309B	IMPLEMENTATION	MYB	6980	6980	p-211, p-233
			5307	IMPLEMENTATION	10	1500	1500	4220, 4420, 4433
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	2500	2500	4020, 4421, 4422, 4427, 4428, 4431, 4432
			5307	IMPLEMENTATION	11	7190	7190	p-211, p-233
			5309B	IMPLEMENTATION	12	7200	7200	p-211, p-233
			5309B	IMPLEMENTATION	13	7115	7115	p-211, p-233
			5309B	IMPLEMENTATION	MYB	6980	6980	p-211, p-233
			5307	IMPLEMENTATION	10	1000	1000	4220, 4420, 4433

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0017	Metra	Change	\$6375	\$5700	\$ -675	-10.59%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			BRIDGE/STRUCTURE - REPLACE RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			BRIDGE/STRUCTURE - REPLACE RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	11	1000	1000	p-250
			5309B	IMPLEMENTATION	12	1000	1000	p-250
			5309B	IMPLEMENTATION	13	1000	1000	p-250
			5309B	IMPLEMENTATION	MYB	1000	1000	p-250
			5307	IMPLEMENTATION	10	1200	1200	4338
			5309B	IMPLEMENTATION	10	2175	2175	3332, 3926, 4435, 4436
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5307	IMPLEMENTATION	11	1000	1000	p-250
			5309B	IMPLEMENTATION	12	1000	1000	p-250
			5309B	IMPLEMENTATION	13	1000	1000	p-250
			5309B	IMPLEMENTATION	MYB	1000	1000	p-250
			5307	IMPLEMENTATION	10	1200	1200	4338
			5309B	IMPLEMENTATION	10	1500	1500	3332, 3926, 4436

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0018	Metra	Change	\$9770	\$8470	\$ -1300	-13.31%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:			RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	500	500	4228
			5307	IMPLEMENTATION	11	2710	2710	p-271
			5309B	IMPLEMENTATION	12	2340	2340	p-271
			5309B	IMPLEMENTATION	13	2650	2650	p-271
			5309B	IMPLEMENTATION	MYB	2800	2800	p-271
			5307	IMPLEMENTATION	10	1570	1570	4136, 4241
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	10	500	500	4228
			5307	IMPLEMENTATION	11	2710	2710	p-271
			5309B	IMPLEMENTATION	12	2340	2340	p-271
			5309B	IMPLEMENTATION	13	2650	2650	p-271
			5309B	IMPLEMENTATION	MYB	2800	2800	p-271
			5307	IMPLEMENTATION	10	270	270	4241

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0022	Metra Change	\$8250	\$8250	\$ 0	0%		
Along the MED Right of Way AT							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		RAIL LINE - MAINTAIN, REHABILITATE, REPLACE					
Project Work Types After Revision:		RAIL LINE - MAINTAIN, REHABILITATE, REPLACE RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	11	960	960	p-294, p-298
		5309B	IMPLEMENTATION	12	1000	1000	p-294, p-298
		5309B	IMPLEMENTATION	13	1040	1040	p-294, p-296, p-298
		5309B	IMPLEMENTATION	MYB	8675	8675	p-294, p-296, p-298
		5307	IMPLEMENTATION	10	2000	2000	4230
		5309B	IMPLEMENTATION	10	3250	3250	4242, 4249
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	11	960	960	p-294, p-298
		5309B	IMPLEMENTATION	12	1000	1000	p-294, p-298
		5309B	IMPLEMENTATION	13	1040	1040	p-294, p-296, p-298
		5309B	IMPLEMENTATION	MYB	8675	8675	p-294, p-296, p-298
		5307	IMPLEMENTATION	10	2000	2000	4230
		5309B	IMPLEMENTATION	10	3250	3250	4242, 4249

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0024	Metra	Change	\$33465	\$30215	\$ -3250	-9.71%	
Regionwide AT							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		CPS - SIGNALS					
Project Work Types After Revision:		CPS - SIGNALS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	10	9910	9910	3446, 3936, 3937, 4139, 4140, 4459
		5307	IMPLEMENTATION	11	2000	2000	p-311
		5309B	IMPLEMENTATION	11	960	960	p-395, p-331
		5309B	IMPLEMENTATION	12	2215	2215	p-395, p-311, p-331
		5309B	IMPLEMENTATION	13	4690	4690	p-395, p-331, p-311
		5309B	IMPLEMENTATION	MYB	3850	3850	p-395, p-311, p-331
		5307	IMPLEMENTATION	10	13690	13690	2539, 3446, 3936, 3937, 4453
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	10	8310	8310	3446, 3936, 3937, 4139
		5307	IMPLEMENTATION	11	2000	2000	p-311
		5309B	IMPLEMENTATION	11	960	960	p-395, p-331
		5309B	IMPLEMENTATION	12	2215	2215	p-395, p-311, p-331
		5309B	IMPLEMENTATION	13	4690	4690	p-395, p-331, p-311
		5309B	IMPLEMENTATION	MYB	3850	3850	p-395, p-311, p-331
		5307	IMPLEMENTATION	10	12040	12040	2539, 3446, 3937, 4453, 4459

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0031	Metra	Change	\$29955	\$30955	\$ 1000	3.34%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			CPS - POWER CPS - COMMUNICATIONS					
Project Work Types After Revision:			CPS - POWER CPS - COMMUNICATIONS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	11	7725	7725	p-391, p-371, p-341, p-351
			5309B	IMPLEMENTATION	12	7380	7380	p-341, p-351, p-371, p-391
			5309B	IMPLEMENTATION	13	11200	11200	p-341, p-351, p-371, p-391, p-361
			5309B	IMPLEMENTATION	MYB	12175	12175	p-341, p-351, p-391, p-371, p-361
			5309B	IMPLEMENTATION	10	2000	2000	4457
			5307	IMPLEMENTATION	10	1650	1650	4255, 4351, 4460
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	11	7725	7725	p-391, p-371, p-341, p-351
			5309B	IMPLEMENTATION	12	7380	7380	p-341, p-351, p-371, p-391
			5309B	IMPLEMENTATION	13	11200	11200	p-341, p-351, p-371, p-391, p-361
			5309B	IMPLEMENTATION	MYB	12175	12175	p-341, p-351, p-391, p-371, p-361
			5309B	IMPLEMENTATION	10	2000	2000	4457
			5307	IMPLEMENTATION	10	2650	2650	4255, 4351, 4457, 4460

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0042	Metra	Change	\$28010	\$28010	\$ 0	0%		
Regionwide AT								
Completion Year Before Revision:			Unspecified					
Completion Year After Revision:			Unspecified					
Project Work Types Before Revision:			FACILITY - SHOP FACILITIES/EQUIPMENT MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:			FACILITY - SHOP FACILITIES/EQUIPMENT MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	11	7110	7110	p-451, p-441
			5309B	IMPLEMENTATION	12	6830	6830	p-451, p-441
			5309B	IMPLEMENTATION	13	5970	5970	p-451, p-441
			5309B	IMPLEMENTATION	MYB	5885	5885	p-451, p-441
			5309B	IMPLEMENTATION	10	4650	4650	4465
			5307	IMPLEMENTATION	10	3450	3450	4468, 4466, 4465
Financial Data After Revision			Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
			5309B	IMPLEMENTATION	11	7110	7110	p-451, p-441
			5309B	IMPLEMENTATION	12	6830	6830	p-451, p-441
			5309B	IMPLEMENTATION	13	5970	5970	p-451, p-441
			5309B	IMPLEMENTATION	MYB	5885	5885	p-451, p-441
			5309B	IMPLEMENTATION	10	4650	4650	4465
			5307	IMPLEMENTATION	10	3450	3450	4468, 4466, 4465

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0055	Metra	Change	\$9780	\$9748	\$ -32	-0.33%	
Regionwide AT							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		MISCELLANEOUS - EXEMPT PROJECTS					
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	10	570	570	4498, 4499
		5309B	IMPLEMENTATION	11	2400	2400	p-797
		5309B	IMPLEMENTATION	12	2440	2440	p-797
		5309B	IMPLEMENTATION	13	2475	2475	p-797
		5309B	IMPLEMENTATION	MYB	2515	2515	p-797
		5307	IMPLEMENTATION	10	1895	1895	4498, 4499
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5309B	IMPLEMENTATION	10	592	592	4498, 4499
		5309B	IMPLEMENTATION	11	2400	2400	p-797
		5309B	IMPLEMENTATION	12	2440	2440	p-797
		5309B	IMPLEMENTATION	13	2475	2475	p-797
		5309B	IMPLEMENTATION	MYB	2515	2515	p-797
		5307	IMPLEMENTATION	10	1841	1841	4498, 4499

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MEMORANDUM

To: Transportation Committee

Date: July 23, 2010

From: Don Kopec, Deputy Director, Planning and Programming

Re: Unconstrained Major Transportation Capital Project Descriptions

The *GO TO 2040* plan includes recommendations for major capital projects in both fiscally constrained and unconstrained categories. Initial drafts of the plan focused on the fiscally constrained projects, with limited attention to the fiscally unconstrained ones. In response to comments from this committee, a brief list of fiscally unconstrained projects was also included in the draft of *GO TO 2040* released for public comment in June. Staff recommends, based on comments from the public and from implementers, that additional description be included in the plan concerning the unconstrained projects, including descriptions of the projects, their status, and eligible activities.

The remainder of this memo contains new text that is recommended to be inserted into *GO TO 2040* in place of the “Other projects” subheading in the section on major capital projects, replacing text from pages 195 to 198.

Comments from committee members or adjustments to project descriptions are requested by August 13.

Unconstrained Projects

A number of projects were evaluated but are not included in the fiscally-constrained priority list for *GO TO 2040*.¹ The placement of a project on the fiscally unconstrained list does not mean that it is undesirable or not recommended. Some projects on this list showed regional benefits, but are not far enough along in the study phase to have firm cost estimates, alignment, or limits. Other projects may have potential for innovative financing arrangements that would significantly change their public sector cost or implementation schedule. For both of these cases, more detailed information or changes in financing status would justify reconsidering whether the project should be placed on the fiscally constrained list. More detail on each unconstrained project is provided below.

Central Area Transitway

This project includes a number of elements meant to improve circulation in downtown Chicago, including exclusive busways or priority lanes on city streets. Several elements of this project, including any bus improvements on surface streets, can proceed at any time; the only elements of this project which are unconstrained are the construction of major capital facilities including exclusive and separated busways.

CTA Blue Line West Extension

This project would extend the CTA Blue Line to the west along the I-290 and I-88 corridors, with either Maywood, Oak Brook, or Lombard being used as a western endpoint. It should be evaluated further as part of the continuation of the Cook-DuPage corridor study. The initial evaluation of the project showed it to be beneficial, but a more detailed feasibility study is needed.

CTA Brown Line Extension

This project would extend the CTA Brown Line along Lawrence Avenue to connect with the CTA Blue Line at the Jefferson Park station. The project shows benefits in a heavily-travelled corridor, and improves transit connectivity, but it is quite costly. The project is in early stages of development, and further investigation of the feasibility of this project, as well as alternative bus-based service such as ART or BRT, is needed.

CTA Circle Line (Phase II; south)

This project would travel south from the Ashland station of the CTA Green and Pink Lines, connecting to the CTA Blue Line and continuing to the CTA Orange Line. After this, the route will use the CTA Orange Line alignment to travel into the Loop. This segment of the Circle Line is progressing through the Alternatives Analysis phase of the federal New Starts process; the next step in the process will be the selection of a Locally Preferred Alternative.

CTA Circle Line (Phase III; north)

¹ For more detailed information and analysis, see the *GO TO 2040* capital project page at <http://www.goto2040.org/scenarios/capital/main/>.

This project would connect the Ashland station of the CTA Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the CTA Red, Brown, and Purple Lines in the vicinity of North Avenue within Chicago. Planning for this segment of the Circle Line is in an early stage and its benefits and costs cannot yet be assessed.

CTA Orange Line Extension

This project would extend the CTA Orange Line to the Ford City shopping center, in southwest Cook County, from its current terminus at Midway airport. It has completed the Alternatives Analysis process required to access federal New Starts funding, and a Locally Preferred Alternative has been identified. Per FTA regulations, the project may not initiate Phase I engineering unless it is on the fiscally constrained list, but other scoping and planning activities are permitted and may continue. In particular, performing supportive land use and economic development planning around the proposed terminus would improve the project's effectiveness and should be pursued.

CTA Yellow Line Enhancements and Extension

This project would extend the Yellow Line from its current terminus in Skokie to Old Orchard Mall in northern Cook County. It has completed the Alternatives Analysis process required to access federal New Starts funding, and a Locally Preferred Alternative has been identified. Per FTA regulations, the project may not initiate Phase I engineering unless it is on the fiscally constrained list, but other planning scoping activities are permitted and may continue.

DuPage "J" Line

This project involves the construction of a new bus-only lane on I-88 through DuPage County from Naperville Road to IL 83. It also includes service on nearby arterial streets and improvements to these streets, though these are not considered part of the major capital project. The DuPage "J" Line may initiate operations as an express bus or ART-type service at any time, and this is supported by *GO TO 2040*; the only portion of this project which is fiscally unconstrained is the construction of a new lane on I-88. As indicated in the Cook-DuPage corridor study, there is a significant need for north-south transit alternatives in western Cook and eastern DuPage Counties, and this project may be able to address this need.

Elgin O'Hare Expressway Far West Extension

This project would build on the Elgin O'Hare Expressway West Extension (described below) by upgrading US 20 through northwest Cook County. It is contingent on the completion of other projects and is in an early stage of planning.

Elgin O'Hare Expressway West Extension

This project would extend the Elgin O'Hare Expressway west from its current terminus in Hanover Park to a location along US 20 near Bartlett Road in Streamwood. A transit element may be included as part of this project, which is in an early stage of planning.

Express Airport Train Service

This project would provide express service along the CTA Blue and Orange lines, speeding connections to downtown Chicago. It also would include upgraded vehicles and a new downtown terminal that would allow airline and baggage check-in. Private financing may be necessary for this project to become financially feasible.

I-55 Add Lanes and Reconstruction

This project would reconstruct I-55, add a lane in each direction, and improve interchanges through western Will County, from the I-80 interchange south. This project follows similar projects that have been completed on segments of I-55 farther north. Project planning should include consideration of a managed lane, due to high freight volumes in this area. Planning for portions of the project is currently underway. Per FHWA regulations, the project must be included as a fiscally constrained project before Phase II engineering of the add-lanes portion of the project may begin. Other project elements that do not involve adding a lane on I-55, including interchange improvements or additions, may occur at any time.

I-57 Add Lanes

This project would add one lane in each direction to I-57 in eastern Will County, from I-80 south to the proposed South Suburban Airport. Project planning for this project is in its early stages.

I-80 Add/Managed Lanes

This project would add a lane to I-80 through southwestern Cook and Will Counties, from I-294 to the Grundy County line. This may be considered as a managed lane over some or all of its length. This project is in an early stage of planning. (Improvements to a shorter segment of I-80, from US 30 to US 45 in Will County, are in the fiscally constrained portion of GO TO 2040.)

I-80 to I-55 Connector

This project would connect the Illiana Expressway (which has a western terminus at I-55) and Prairie Parkway (which has a southern terminus at I-80). It is contingent on the completion of these other projects.

IL 394

This project would add lanes to IL 394 from I-80 south in southern Cook and Will Counties, and convert the roadway from an arterial to an expressway. Local officials in the area have expressed concern about the effect of the conversion of the roadway to an expressway on nearby economic development. This project should be examined to determine if operational alternatives to expressway conversion are available. Per FHWA regulations, conversion of the facility to an expressway may not advance to Phase II engineering unless the project is fiscally constrained. However, any operational or arterial-based improvements may occur at any time.

Illiana Expressway

This project would create a new expressway from I-65 in Indiana to I-55, passing east-west through Will County. Funding for Phase I engineering for the Illiana Expressway -- the next step in development of the project -- is included within the fiscally constrained project list. The inclusion of engineering costs for the Illiana on the fiscally constrained project list demonstrates

the region's support for its continued development. The project's construction costs are on the fiscally unconstrained list. The rationale for including construction costs on the unconstrained list is twofold:

- First, while the project's assumptions include tolling of some sort, initial revenue projections show that tolls significantly higher than those charged on the rest of the Tollway system would be necessary to cover construction and maintenance costs. Additional analysis of financing options needs to take place. CMAP also supports state legislation that would allow the use of PPPs for this and other projects. On June 9, 2010, the Governor of Illinois signed legislation authorizing the Illinois Department of Transportation to "enter into one or more public private agreements with one or more contractors to develop, finance, construct, manage, or operate the Illiana Expressway on behalf of the State." This is a necessary first step; identification of potential private funding sources is now needed.
- Second, the segment of the project between I-55 and I-57 has not been studied and a wide variety of alignments and interchange points with I-55 are possible. The cost of the project, as well as its benefits, is dependent on the option chosen. CMAP supports initiating Phase I engineering for the project in order to narrow the project scope to a few feasible alternatives, and recommends that these activities begin as a high priority.

Inner Circumferential Rail Service

This project would create a new north-south transit connection through western Cook County, also connecting to both O'Hare and Midway airports. Both this project and the Mid-City Transitway appear to have potential to serve the need for north-south transit travel in central and western Cook County. A feasibility study for this project has been completed, but further planning is needed to advance it. This project should be evaluated further as part of the continuation of the Cook-DuPage corridor study.

McHenry-Lake Corridor

This project would create a new expressway through McHenry and western Lake Counties, from the terminus of the US 12 freeway at the Wisconsin border to the upgraded IL 120 roadway (see the Central Lake County corridor project for a further description). This project is in early stages of planning and relies on the completion of the Central Lake County corridor.

Metra BNSF Extension

This project would extend Metra BNSF service from its current terminus in Aurora to Oswego, in Kendall County. The project is nearly ready to begin Phase I engineering. It has been exempted from the New Starts evaluation process by federal action. However, Kendall County is currently outside of the RTA service area, and should pursue joining the RTA to expedite this project.

Metra Heritage Corridor

This project would improve operations on the Metra Heritage Corridor, which currently serves southwest Cook and Will Counties. The project includes reducing freight conflicts (including addressing some elements of CREATE), upgrading infrastructure, increasing service levels, and adding stations. Many elements of this project (including those associated with CREATE) are not

considered stand-alone major capital improvements and therefore can be pursued at any time. It is currently in early stages of planning.

Metra Electric Extension

This project would extend Metra Electric service to the proposed South Suburban Airport in Will County from its current terminus in University Park, as well as create a new rail yard facility. Supportive land use planning should accompany this and other transit extension projects.

Metra Milwaukee District N Extension

This project would extend the Metra Milwaukee District North line to Wadsworth in Lake County from the Rondout junction. A feasibility study for this project has been completed, but further planning is needed to advance it. Supportive land use planning should accompany this and other transit extension projects.

Metra Milwaukee District N Improvement

This project would improve service along the Metra Milwaukee District North line between Fox Lake and the Rondout junction in Lake County by making track, signal, and other improvements. Many elements of this project are not considered stand-alone major capital improvements and therefore can be pursued at any time. This project is currently in early stages of planning.

Metra Milwaukee District W Extension

This project would extend the Metra Milwaukee District West line from its current terminus in Elgin to Marengo in McHenry County, with an intermediate station in Huntley. An extension along a different route to Hampshire is also under consideration. A feasibility study of the Marengo extension is underway. Supportive land use planning should accompany this and other transit extension projects.

Metra North Central Service Improvements

This project would upgrade Metra North Central Service to allow for full service levels. This project is currently in early stages of planning.

Metra Rock Island Extension

This project would extend the Metra Rock Island District line from its current terminus in Joliet to Minooka in Will and Grundy Counties. This project is currently in early stages of planning. Supportive land use planning should accompany this and other transit extension projects. (Improvements to the Rock Island District line which do not include an extension are included among the fiscally constrained projects.)

Metra Southeast Service Corridor

This project would create a new rail line that provides service to communities in southern Cook and northern Will Counties. It has been undergoing Alternatives Analysis by Metra, and the selection of a Locally Preferred Alternative may be occurring in the near future. The project should remain a fiscally unconstrained project until such time as a Locally Preferred Alternative

is accepted by the FTA and the project demonstrates financial feasibility. The Alternatives Analysis work should include detailed cost estimates; a demonstration of the financial capacity to cover the capital and operating costs; and a financial commitment detailing the availability of state and local funds to match federal New Starts funds. Innovative financing options should also be explored.

Metra SouthWest Service Extension and Full Service

This project would extend Metra SouthWest Service to Midewin in Will County from its current terminus in Manhattan. This project is currently in early stages of planning. Supportive land use planning should accompany this and other transit extension projects. (Improvements to SouthWest Service which do not include an extension are included among the fiscally constrained projects.)

Metra STAR Line Corridor

This project would create a new rail service from Joliet to Hoffman Estates through western Will, DuPage, and Cook Counties, and also connect from Hoffman Estates to O'Hare airport along I-90. The project has been undergoing Alternatives Analysis by Metra, and the selection of a Locally Preferred Alternative may be accepted by the FTA in the near future. Though the project does demonstrate benefits and has strong local support, significant funding issues concerning the STAR Line need to be resolved. As with other strong projects on the unconstrained list, innovative financing options should be considered in the STAR Line corridor. Also, other options -- such as including a transit component with the I-90 Managed Lanes project, or the O'Hare Schaumburg Transit Service project (which travels along the Elgin O'Hare Expressway rather than I-90) -- should be considered to improve transit service in the larger corridor. In particular, opportunities to initiate bus-based transit service as part of the I-90 Managed Lane project should be strongly considered, even if these serve primarily to test the market and build ridership for a larger capital investment later.

Mid-City Transitway

This project would create a new north-south transit corridor in the vicinity of Cicero Avenue in central Cook County, and also connecting east to the CTA Red Line. Both this project and the Inner Circumferential Rail Service appear to have potential to serve the need for north-south transit travel in central and western Cook County. The mode of this project is not yet certain, ranging from an on-street Bus Rapid Transit (BRT) service to a rail service. This project is in the early stages of planning, and should be evaluated further as part of the continuation of the Cook-DuPage corridor study.

O'Hare to Schaumburg Transit Service

This project would include both a transit component of the Elgin O'Hare eastern extension (part of the Western Access project on the fiscally constrained list) and a new transit service on IL 53 from the Elgin-O'Hare Expressway to Schaumburg. Project development should be accelerated to attempt to take advantage of the opportunity to plan for this project as part of the Elgin-O'Hare eastern extension, even if the transit service only includes operations (rather than major capital construction) in its early stage.

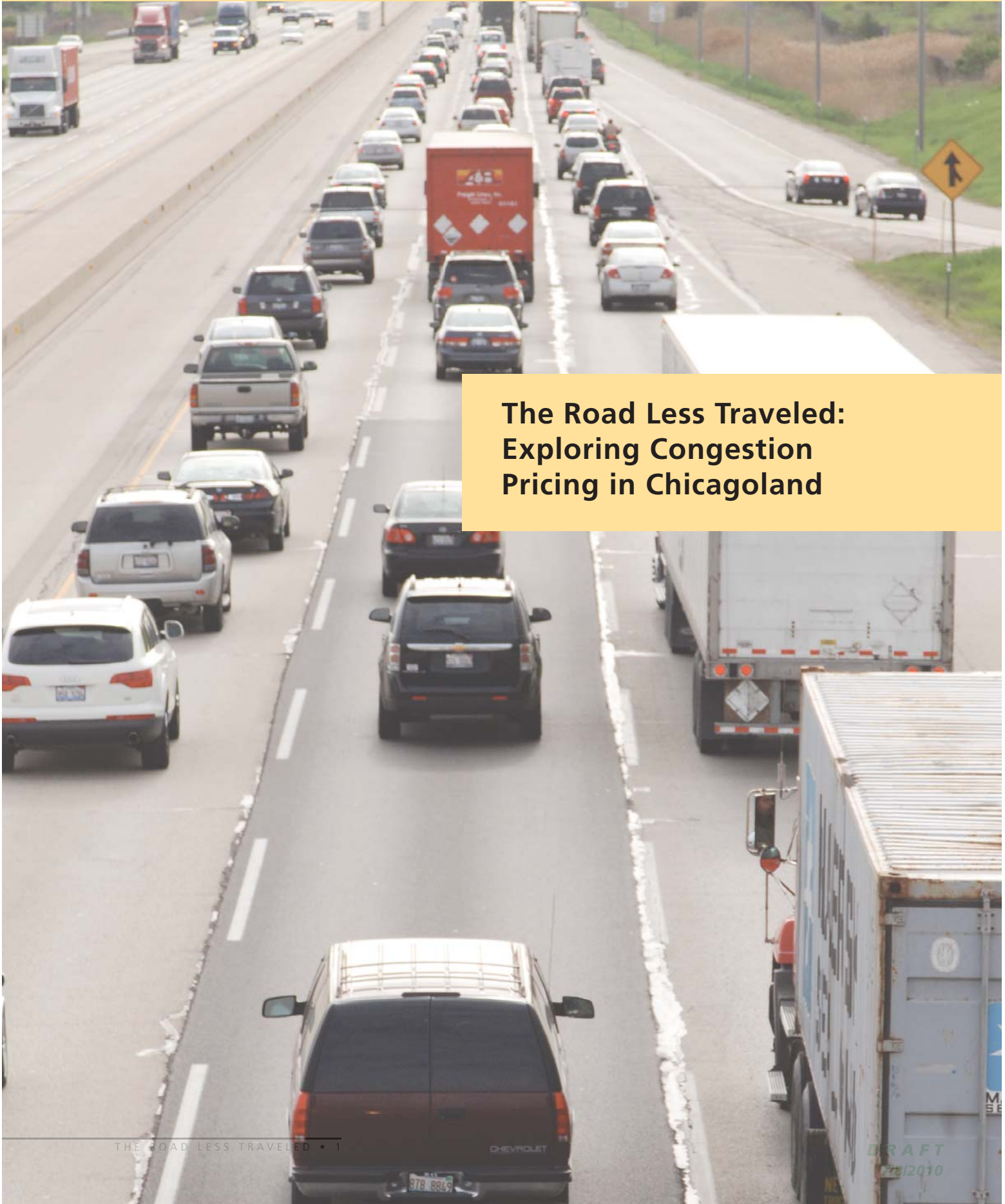
Prairie Parkway

This project would create a new expressway between I-88 and I-80 in Kane and Kendall Counties. Phase I engineering for this project has been completed, and federal earmarks to cover a portion of project costs have been received, but funding is insufficient to construct the entire project. However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility and can be completed with the earmarks received. This project element may be pursued at any time. For the remainder of the project, corridor preservation activities should be continued in order to preserve a transportation corridor in this area for future use.

South Lakefront Corridor

This project would improve service along Chicago's lakefront from downtown Chicago to the south. It could include a new light-rail service or operational improvements to existing Metra services; variations of this concept have been referred to as the Gray Line or the Gold Line. It is recommended service in this area be studied with participation by CDOT, CTA, and Metra, considering whether operational improvements can be made rather than a major capital project.

ACTION REQUESTED: Discussion.



The Road Less Traveled: Exploring Congestion Pricing in Chicagoland



Table of Contents

What is Congestion Pricing	2
About the Study	6
Outreach	7
Modeling and Assumptions.....	13
Results	14
Final Thoughts	17

Problem Statement

Stuck in Traffic; a costly problem

In 2008, the Metropolitan Planning Council's *Moving at the Speed of Congestion* study found the region was losing at least \$7.3 billion every year in wasted time, fuel, and environmental damages — enough money to fund a Red Line southern extension on the CTA, the Elgin-O'Hare and West O'Hare Bypass, a new West Loop Transportation Center, and new lanes on Interstate 80. MPC's study also showed every driver spends an average of an extra two-and-a-half days stuck in traffic each year and the average "congestion tax" in the region is \$1.58¹ per person.

Across the country, people are tired of wasting time and money, sitting behind the wheel with no real alternatives to driving. Recognizing the severity of the problem, the U.S. Dept. of Transportation's Federal Highway Administration (FHWA) is funding projects to study the potential of new and innovative strategies to alleviate traffic congestion, improve the environment, and provide better mobility.

Congestion pricing is one of those strategies.

Figures and findings from *Moving at the Speed of Congestion*

\$7.3 billion

Cost of congestion to the Chicago region per year

87,000

Number of jobs the region would add by eliminating excess congestion

22%

Percent increase in peak travel time as a result of congested traffic conditions

ONLINE RESOURCE

For more information on this report, visit metroplanning.org/congestion

¹ Moving at the Speed of Congestion report, 2005 estimates.

A tool, a strategy, a solution

What is congestion pricing?

CONGESTION PRICING, a form of transportation demand management, is an efficient and equitable way to re-balance traffic conditions on the road. Successful only if complemented with enhanced transit, it creates incentives for people to travel during less congested times, encourages the use of carpooling and transit, and reduces the enormous waste resulting from traffic congestion. Congestion pricing has helped several U.S. and international cities address pressing mobility concerns and generate clean, healthy, and financially sustainable ways for people to get where they need to go. With a congestion pricing system in place to allow traffic to flow more efficiently, if only 5 percent of drivers change their travel behavior by either shifting mode or time of day, many more cars would be able to move through the same exact physical space in less time. In other words, congestion pricing delays the “tipping point” at which traffic gridlock becomes unbearable.

Congestion pricing is not a new concept. Flights during Thanksgiving weekend are more expensive than flights in October. Movie theaters charge more on a Friday night than on a Tuesday afternoon. Cell phone providers often give discounts during weeknights or on weekends. Electricity providers charge higher prices during peak periods like weekday afternoons, than weekend evenings. All of these are examples of managing demand. When traffic is at its worst, people need reliable choices.

Types of congestion pricing

Congestion pricing is not one size-fits-all. Cities around the world have used different congestion pricing techniques to better manage their traffic flow. For example, with **CORDON PRICING**, as in Stockholm and London, tolls are charged to enter a city center. With **VARIABLE PRICING**, as in Lee County, Fla., tolls vary by congestion. In systems with **FIXED PRICING**, tolls vary by time of day. Based on initial outreach around the Chicago region, the study team determined a “fixed” model would be most appropriate here.

Where does congestion pricing exist?

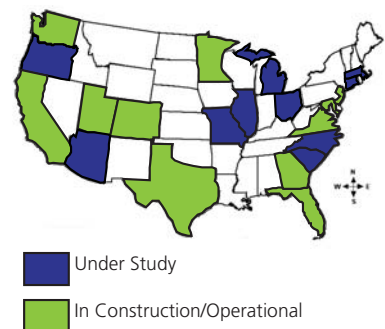
Express and high occupancy toll (HOT) lanes are the most common examples of congestion pricing in the United States. Twenty-two states are either studying or currently have congestion pricing systems in place.

In Illinois...

A version of congestion pricing already is in place. Along the Illinois Tollway, trucks pay discounted tolls for traveling during off-peak hours, overnight, and on weekends. By providing an off-peak discount, the Tollway is attempting to alleviate the strain on drivers dealing with truck traffic during morning and afternoon rush hours.

The Chicago region cannot afford to ignore its congestion problem. Today's morning rush hour traffic is expected to increase by more than 12 percent in the next 20 years. Afternoon traffic is going to be almost twice as bad by 2030. The region must continue to experiment with new solutions, or risk its economic competitiveness, health, and quality of life.

Congestion Pricing in the U.S. for automobiles



Case study: SR-91 Express Lanes, California

SR-91 Express Lanes in Orange County, Calif., have been in operation since 1995. There are two express lanes in each direction, along a 10-mile corridor on SR-91's eight-lane highway. Connecting the major employment centers of Orange and Los Angeles counties to the residential developments of Riverside and San Bernardino counties, the SR-91 Express Lanes accommodate more than 40,000 vehicles every day. Express lanes are always operational, and tolls are adjusted on an hourly basis based on congestion. While tolls range anywhere from \$1.25 to \$10 (depending on traffic), the average driver pays \$3.13.

Studies have shown only half of the drivers using SR-91 Express Lanes do so more than once a week, and women are more likely to use the lanes than men. FHWA analysis showed during the afternoon rush hour, two express lanes carried almost the same number of drivers as the four "free" lanes because drivers were able to move faster. Those who choose the "free" lanes also benefit because the addition of four new lanes helped alleviate the traffic problems along the corridor. The express lanes can offer up to a 20-minute travel time savings and provide drivers an alternative when time is of the essence. As a result, SR-91 Express Lanes have gained popularity, with traffic volume on the lanes increasing by 67 percent in the first 10 years of operation, serving as a model for cities nationwide.



SR-91 express lanes, California

Photo: Michael Green

Case study: MnPass, Minnesota

In 2005, nine miles of carpool lanes along Minnesota's I-394 corridor were converted into toll lanes. The Minnesota Dept. of Transportation employed this strategy to maximize the use of underutilized carpool lanes in the region. The most recent data shows approximately 940,000 vehicles use I-394's toll lanes every year. Tolls are adjusted hourly based on the level of congestion, and the average toll cost drivers \$1 to \$4 during rush hour.

Since the implementation of the I-394 toll lanes, drivers can travel about 45 mph in the toll lanes nearly 95 percent of the time. Those in the non-tolled lanes also experienced an increase in speed by about 6 percent. More than 60 percent of residents living in the Twin Cities area support the program, and more than 90 percent of toll lane users maintain a very high level of satisfaction. Because of the success of I-394's conversion, the federal government provided Minnesota with a \$133 million grant to expand the program.



MnPass, Minnesota

Photo Courtesy of Minnesota Dept. of Transportation



About the study

IN 2007, FHWA awarded the Illinois Tollway a grant to study the potential of congestion pricing in the Chicago region. The Tollway selected **WILBUR SMITH ASSOCIATES, INC.**, as the technical consultant for the study. The **METROPOLITAN PLANNING COUNCIL (MPC)**, a policy research and advocacy nonprofit, joined the team to conduct public and stakeholder outreach. The study was guided by mayors and other elected officials from across the region, and monitored by the **CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)** Transportation Committee.

The primary goal of the study was to evaluate the potential of congestion pricing to improve mobility, and thereby the competitiveness of the Chicago metropolitan region.

Outreach

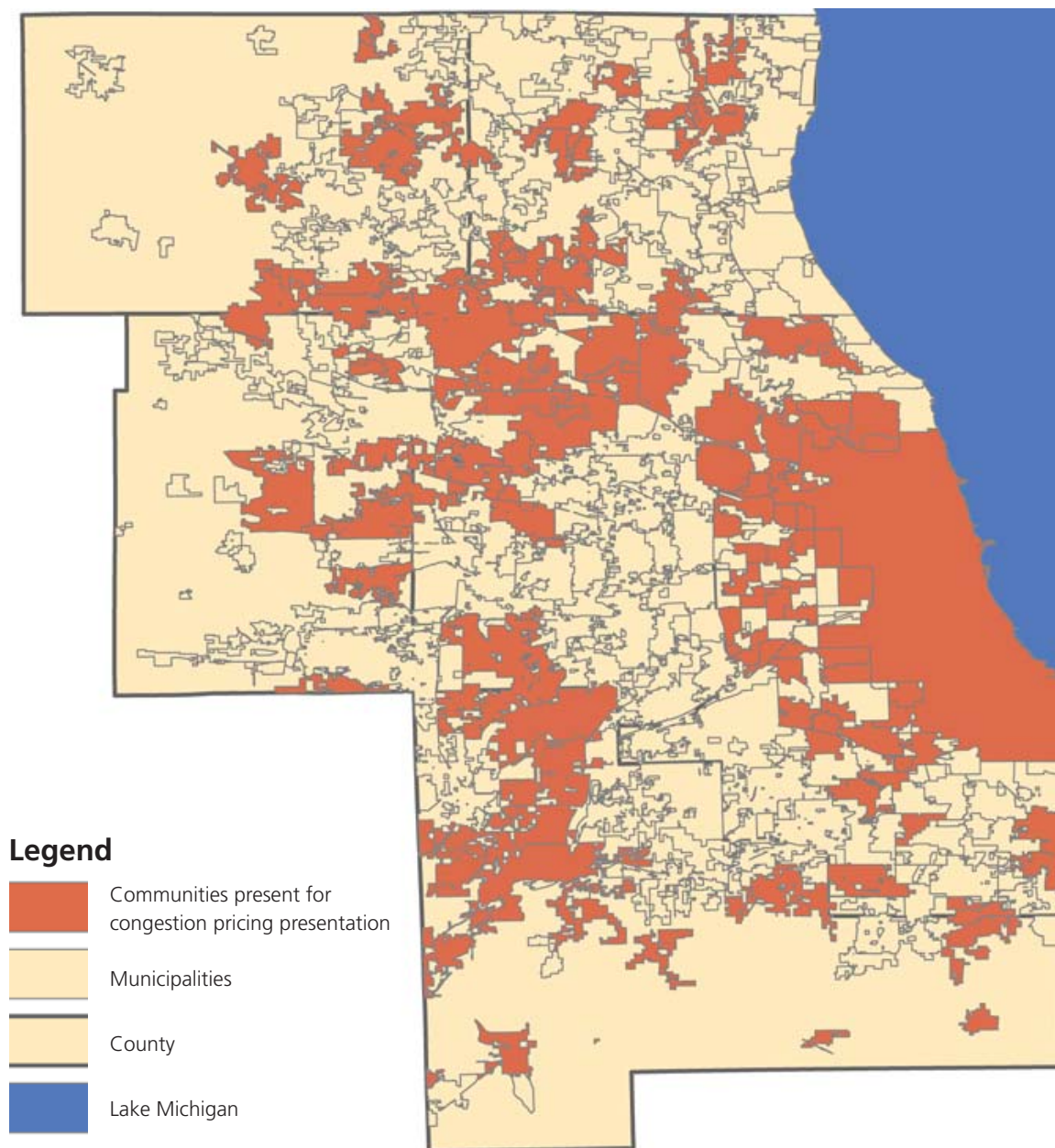
THE STUDY TEAM used several outreach tools to capture public perceptions, understand potential obstacles, and gauge acceptable parameters to guide and inform future implementation of congestion pricing.

Step one: “About the Study” briefings

As part of the initial outreach for the congestion pricing study, the study team made presentations to all nine councils of government (COGs). More than 350 elected officials, trustees, and municipal and county staff were engaged in the presentations, which highlighted best practices in congestion pricing strategies and discussed the goals of the regional study. The primary concerns expressed were providing an alternative to those who may not be able to afford the congestion pricing fee, and defining the impact congestion pricing on highways may have on local roads. Questions were also raised regarding the allocation and use of revenues.

In these initial presentations, the study team introduced local and regional stakeholders to the many types of demand-based pricing strategies used around the world.

Congestion pricing outreach efforts



Step two: Elected official and stakeholder workshops

The study team organized three workshops with 41 participants to discuss study parameters and develop overall goals of a congestion pricing system. They sought input from elected officials, COG representatives, and transportation agency professionals on the benefits and obstacles of introducing congestion pricing to the region.

The consensus among workshop participants was to establish a primary set of goals focused on congestion reduction, shift to transit, and increased travel options; revenue generation was deemed less important. Therefore, instead of maximizing the revenue potential of a congestion pricing system as part of the study, the team set parameters to maximize the number of vehicles that could travel through a corridor safely, quickly, and more efficiently.

Based on workshop outreach, the study team determined reducing the region's bottlenecks, providing new travel alternatives, and reinvesting any revenues into transit infrastructure and operations were the most important benefits of a congestion pricing system. Regional and local stakeholders were most concerned with the lack of current transportation options, affordability, public acceptance, and traffic diversion from highways to local roads.

The study team also asked participants a series of questions that would help limit the scope of the study. Because Chicagoland's traffic problems are regional in scope, participants overwhelmingly supported **consideration of tollways and Ill. Dept. of Transportation (IDOT) expressways** as a combined network to be studied. There was minimal support for having all lanes in the network under a congestion pricing system, but **strong support for one lane in either direction**. (Whether these would be 'new' or 'existing' lanes provoked significant discussion depending on current budget constraints.) Nearly 90 percent of elected officials **preferred a fixed schedule** (rather than one that fluctuates by traffic volumes) because they believed it would be an easier system for the general public to understand.

Step three: Focus groups

For the third piece of the outreach strategy, the study team conducted four focus groups, each with eight to ten participants, to assess current perceptions of congestion pricing and determine preferences for pricing strategies in the Chicago region.

Each focus group was comprised of a different segment of travelers: I-PASS Tollway users, cash Tollway users, infrequent Tollway users, and trucking professionals.

Passenger vehicles – automobile users (summary of three focus groups)

OBSERVATIONS:

- Almost all participants found roads to be more congested during peak travel periods and some found roads surprisingly congested during off-peak travel times.
- I-PASS customers are very satisfied with the program and could give only approximate estimates of their toll expenditures.
- Illinois Tollway routes are better maintained than IDOT expressways.
- The majority of participants were concerned about low-income people being able to afford congestion pricing fees.

SUGGESTIONS:

- Add signs along the roadways encouraging slower traffic and commercial vehicles to travel in the right lanes.
- Expand transit service to growing suburban areas and increase the frequency of existing Metra services.

FEEDBACK:

- Vaguely aware of congestion pricing strategies in other cities.
- Raising toll costs during peak periods would be perceived as “punishment” for those without flexible work schedules.
- Unsure if pricing would reduce congestion in the greater Chicago area, and should be tested first.
- Participants liked the idea of having a choice to reach a destination with an increased degree of on-time reliability.
- Revenue generated by congestion pricing should be used for roadway improvement and maintenance.



Trucking industry representatives (summary of one focus group)

OBSERVATIONS:

- Tollway and IDOT roadways are very congested, particularly during peak periods.
- Commercial vehicles' schedules are not determined by peak or off-peak travel flow.
- Driver schedules are dictated by delivery times and by noise ordinances that are regulated and enforced by local municipalities.
- Exit and entrance ramps are not capable of handling current traffic.
- Congestion is primarily a result of high volumes of automobile traffic and automobile driver behavior.

SUGGESTIONS:

- Add lanes on existing interstate and tollway systems to help alleviate congestion.
- Maintenance and construction should be carried out during later evening/earlier morning hours, before peak travel times begin.
- Loosen regulations on vehicle size, and add tollway and expressway facilities to allow vehicles to park while waiting for a determined delivery time.
- Eliminate municipal restrictions. Customers and local municipality ordinances frequently prohibit deliveries during non-peak hours.
- Support an increase in the gas tax, but oppose increase in tolls.

POTENTIAL OPTIONS:

- Strongly opposed to varied tolls depending on traffic conditions, and advocate for the simplest toll pricing structure possible to allow companies to invoice customers for toll costs.
- Prefer two lanes for congestion pricing in each direction instead of one to help maneuver around a traffic incident.
- Should not convert existing lanes but rather use pricing approach on new lanes.



Step four: Stated preference survey

Finally, the study team captured additional input from the general public through an internet-based, interactive questionnaire. This survey gathered information about which specific highways or tollways were most frequently used, time of travel, frequency of use, and perceptions of door-to-door travel time. The survey was posted in MPC's bi-weekly *Talking Transit* e-newsletter and on several organizational web sites, distributed to registered I-PASS users, and advertised via postcards passed out throughout the system. A total of 1,976 respondents completed the survey.

Half of the respondents used a combination of tollway and expressway trips. Approximately 44 percent of respondents traveled on the system for their daily commutes to work and 19 percent for social or recreational trips. About half of the people who took the survey reported it takes more than an hour to arrive at their destinations. Not surprisingly, 70 percent of drivers are traveling alone. In general, people supported increased tolls if it would provide benefits such as reduced travel times or lessened congestion.

Stated Preference Survey Results

85%

I will pay an extra toll it assures me my travel won't be slowed by traffic conditions

40%

I'm able to access a sufficient number of transit routes from my neighborhood

82%

I support using tolls to pay for highway improvements that relieve congestion

97%

I'll use a toll route if the tolls are reasonable and I save time



Modeling and study assumptions

TO DETERMINE THE FEASIBILITY of congestion pricing along each of the corridors being analyzed, researchers assessed the demand along the corridor, forecasted increased demand, determined the amount motorists would be willing to pay to use congestion pricing lanes, and identified how congestion pricing would affect other travel lanes and corridors.

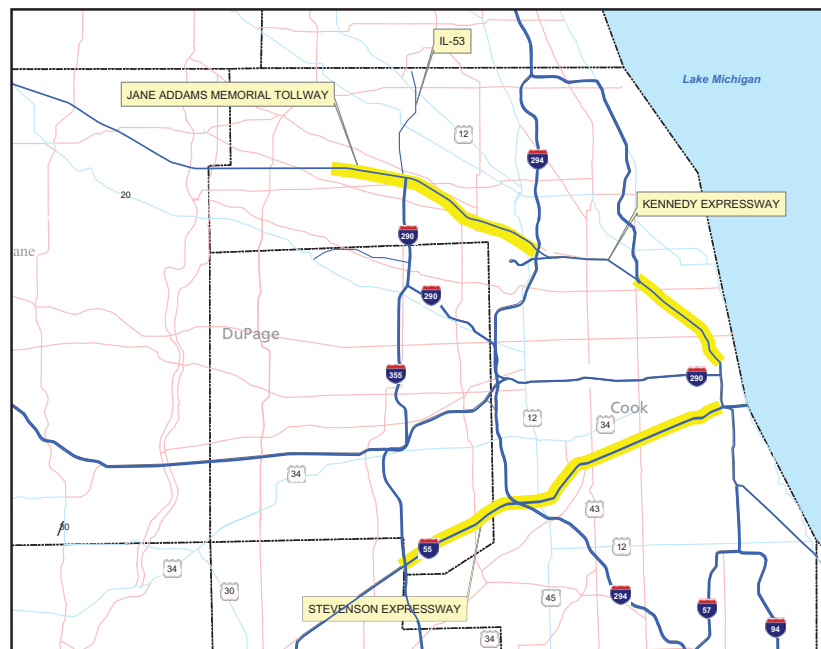
First stage of analysis

The study examined all tollways and IDOT expressways in the seven-county region. All segments were ranked based on 2007 weekday congestion¹, constructability, revenue potential, and peak period traffic management potential. Each of the 27 segments were scored and ranked. More than one-third of the segments analyzed in this first stage had a medium to high score, which meant that they were top candidates for the study.

The study team presented the preliminary results to the CMAP Transportation Committee at the end of 2009. At this meeting, representatives from around the region were asked to select three routes that would receive a second round of detailed analysis. After much discussion, the, **I-55 STEVENSON EXPRESSWAY, I-90 JANE ADDAMS TOLLWAY, and I-90/94 KENNEDY REVERSIBLE LANES** advanced to the second round of the study.

Following the identification of the three routes to study, the project team met with affected councils of government to ensure consistent communication.

¹ When the study began, 2007 was the most recent full year of data available.



Key assumptions used to evaluate the corridors:

- Fixed pricing (price is known based on time of day.)
- Only passenger vehicles (no trucks) could use the lanes.
- Lanes could be accessed approximately every five miles.
- Speed limit would be 55 mph.
- Congestion pricing lanes would operate from 5 a.m. to 8 p.m., with no tolling on weekends.
- Congestion pricing lanes would consist of a single lane in each direction, separated by a painted "buffer zone."
- Tolls would be assessed for all users and collected electronically.
- Time frame of the study reflects 2020 volumes and roadway conditions.

Results

Impact of priced lane on travel times
2020 modeling results

Stevenson Expressway (I-55)

From I-355 to downtown Chicago

	Travel time, in 2020, no build	Travel time, with congestion priced lane	
		priced lane	free lane*
Inbound, A.M. Rush			
From I-355 To I-294 8.2 miles	12 minutes 42 mph	9 minutes 55 mph, \$1.40*	10 minutes 48 mph
From I-294 To Cicero 9.1 miles	12 minutes 45 mph	10 minutes 55 mph, \$2.28*	11.6 minutes 47 mph
From Cicero To I-90/94 5.7 miles	23 minutes 15 mph	6 minutes 55 mph, \$1.71*	9 minutes 38 mph
Outbound, P.M. Rush			
From I-355 To I-294 8.2 miles	11 minutes 43 mph	9 minutes 55 mph, \$1.65*	9.6 minutes 51 mph
From I-294 To Cicero 9.1 miles	12 minutes 47 mph	10 minutes 55 mph, \$1.37*	12 minutes 46 mph
From Cicero To I-90/94 5.7 miles	14 minutes 24 mph	6 minutes 55 mph, \$1.42*	8 minutes 42 mph

* Toll price

* Because a lane would be added to accommodate the congestion pricing lane, drivers in the “free” lanes also benefit.

The study assumed one lane would be built on the left side of the expressway in each direction of the I-55 corridor. This new lane (built on the current shoulder but still accommodating for safe design) would be priced to allow drivers to travel at 55 mph. Because travel conditions vary along the 23-mile corridor, the study examined three separate but contiguous sections: I-355 – I-294; I-294 – Cicero Ave.; and Cicero Ave. – I-90/94.

Diversions to local roads

The study found local roads would not experience increased traffic with congestion pricing lanes in place because the model accounts for new lanes being added to the Stevenson.

Transit impacts

The study found the congestion pricing lanes would have a negligible impact on transit usage in the corridor, in either gains or losses.

Stevenson Tollway revenue in 2020

From I-355 To I-294
\$6,981,000
+
From I-294 To Cicero
\$9,511,000
+
From Cicero To I-90/94
\$8,004,000

\$24,495,000

Annual toll revenues that would be generated by each section of the study area along the Stevenson Expressway. All toll revenues are estimated in 2010 dollars.

Impact of priced lane on travel times
2020 modeling results

Jane Addams Tollway (I-90)

From IL-31 and the Tri-State Tollway (I-294)

	Travel time, in 2020, no build	Travel time, with congestion priced lane	
		priced lane	regularly tolled*
Inbound, A.M. Rush			
From IL 31 To IL 53/ I-290 12 miles	59 minutes 12 mph	12 minutes 59 mph, \$3.27*	22.6 minutes 32 mph
From IL 53/I-290 To I-294 9.1 miles	10 minutes 57.6 mph	9 minutes 62 mph, \$2.62*	14 minutes 41 mph
Outbound, P.M. Rush			
From IL 31 To IL 53/ I-290 12 miles	40 minutes 18 mph	13 minutes 57 mph, \$2.06*	15 minutes 48 mph
From IL 53/I-290 To I-294 9.1 miles	11 minutes 51 mph	11 minutes 55 mph, \$2.91*	16 minutes 37 mph

* Toll price

* Because a lane would be added to accommodate the congestion pricing lane, drivers in the regularly tolled lanes also benefit.

The study assumed one lane would be built on the left side of the tollway in each direction of the I-90 corridor. This new lane would be priced to allow for drivers to travel between 55 and 62 mph. Because travel conditions vary along the 21.8-mile corridor, the study examined two separate but contiguous sections: IL-31 – IL53/I-290; and IL53/I-290 – I-294.

Diversions to local roads

The study found local roads would not experience increased traffic with congestion pricing lanes in place because the model accounts for new lanes being added to the Jane Addams Tollway.

Transit impacts

The study found the congestion pricing lanes would have a negligible impact on transit usage in the corridor, in either gains or losses.

Jane Addams Tollway revenue in 2020

From IL 31 To IL 53/ I-290
\$11,951,000
+
From IL 53/I-290 To I-294
\$17,305,000
\$29,256,000

Additional annual toll revenues that would be generated only by the congestion pricing lanes in each section of the study area along the Jane Addams Tollway. All toll revenues are estimated in 2010 dollars. Current Tollway revenue not reflected here.

Impact of priced lane on travel times

2020 modeling results

Kennedy Expressway Reversibles (I-90/94)

From I-94 to Ohio Street

	Travel time, in 2020, no build	Travel time, current reversibles lane	Travel time, with congestion priced lane	
			priced reversible lane	free lane*
Inbound, A.M. Rush				
From I-94 To Calif. Ave. 3.5 miles	7 minutes 28.3 mph	6 minutes 38.3 mph	4 minutes 53 mph, \$1.05*	8 minutes 25.5 mph
From Calif. Ave. To Ohio 3.8 miles	11 minutes 21.2 mph	7 minutes 34 mph	5 minutes 44 mph, \$1.14*	12 minutes 19 mph
Outbound, P.M. Rush				
From I-94 To Calif. Ave. 3.5 miles	9 minutes 23.5 mph	7 minutes 32 mph	4 minutes 55 mph, \$1.05*	10 minutes 21.2 mph
From Calif. Ave. To Ohio 3.8 miles	11 minutes 20.0 mph	9 minutes 25.5 mph	4.5 minutes 51 mph, \$1.14*	13 minutes 18 mph

* Toll price

The study took into account that both reversible lanes would be converted into congestion pricing lanes along 7.3 miles of the I-90/94 corridor. Separated by concrete barrier walls, the lanes would be priced to allow drivers to travel between 45 and 55 mph. The study examined two separate segments along the corridor based on access to the reversible lanes: I-94 – California Avenue; and California Avenue – Ohio Street.

Diversions to local roads

The study found local roads would experience a 6 percent increase in traffic with congestion pricing lanes in place during the morning rush hour and a 10 percent increase during the afternoon rush hour.

Transit impacts

The study found, with the congestion pricing lanes in place, approximately 500 of the diverted trips during both rush hours would shift to transit.

Kennedy Reversibles Toll revenues in 2020

From I-94 To California Ave.
\$9,450,000
+
From California Ave. To Ohio
\$13,690,000

\$23,140,000

Annual toll revenues that would be generated by each section of the study area along the Kennedy reversibles. All toll revenues are estimated in 2010 dollars.

Final thoughts

THE REGION'S CONGESTION problem is a costly and serious one — at least \$7.3 billion annually. Strategies that better manage existing infrastructure and guide policies for future infrastructure investment are essential if the region is to grow and prosper. The results of this study provide an analytical quantification of the impacts of congestion pricing on three of the region's most congested corridors. Aided by several stakeholder meetings, presentations, workshops, and a survey of nearly 2,000 tollway users, it became clear that both elected officials and residents in the Chicagoland region are looking for solutions to address pressing congestion challenges.

The data suggest that by better managing new highway capacity, the region may be able to curb its congestion problem and generate additional revenue that can be reinvested into the transportation network. While further study is needed before pursuing any implementation of congestion pricing, this study provides a comprehensive understanding of the potential effects of such a system in the region.



Illinois Tollway

The Illinois State Toll Highway Authority is dedicated to providing and promoting a safe and efficient system of toll supported highways while ensuring the highest possible level of service to our customers.

Metropolitan Planning Council

Since 1934, the Metropolitan Planning Council (MPC) has been dedicated to shaping a more sustainable and prosperous greater Chicago region. As an independent, nonprofit, nonpartisan organization, MPC serves communities and residents by developing, promoting and implementing solutions for sound regional growth.

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